

97-84049-17

Owen, Albert Kimsey

The Guernsey market
house plan of payments

New York

[1897]

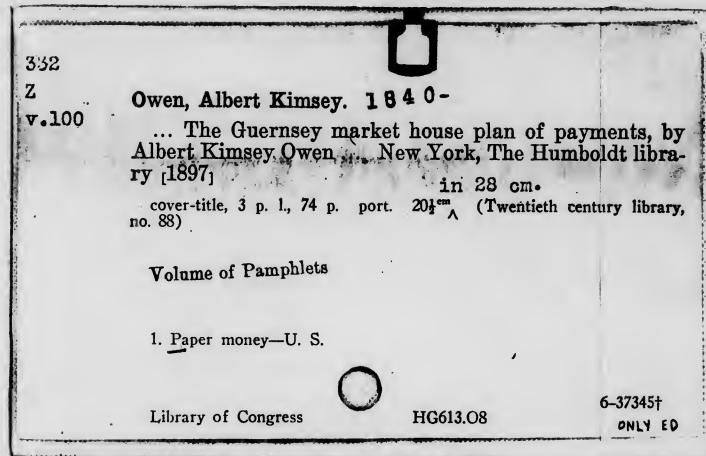
97-84049-17

MASTER NEGATIVE #

COLUMBIA UNIVERSITY LIBRARIES
PRESERVATION DIVISION

BIBLIOGRAPHIC MICROFORM TARGET

ORIGINAL MATERIAL AS FILMED - EXISTING BIBLIOGRAPHIC RECORD



RESTRICTIONS ON USE: *Reproductions may not be made without permission from Columbia University Libraries.*

TECHNICAL MICROFORM DATA

FILM SIZE: 35mm

REDUCTION RATIO: 9:1

IMAGE PLACEMENT: IA IIA IB IIB

DATE FILMED: 3-25-97

INITIALS: MS

TRACKING #: 22648

FILMED BY PRESERVATION RESOURCES, BETHLEHEM, PA.

Box

No. 88.

TWENTIETH CENTURY LIBRARY

June, 1897.

PUBLISHED MONTHLY.

SUBSCRIPTION PRICE, \$4.00 A YEAR.

THE GUERNSEY MARKET
HOUSE PLAN OF
PAYMENTS

308

Z

Box 131

BY

ALBERT KIMSEY OWEN

(Copyright 1897 by the Author)

NEW YORK
THE HUMBOLDT LIBRARY
64 FIFTH AVENUE

PRICE 15 CENTS

Entered at the New York Post Office as Second Class Matter.

Over 100,000 Copies Sold.

THE FABIAN ESSAYS.

Essays by G. Bernard Shaw, Sydney Olivier,
Sidney Webb, Wm. Clarke, Hubert Bland,
Annie Besant, G. Wall's.

American Edition, with Introduction and Notes
By H. G. Wilshire.

WHAT THE PRESS SAYS.

The whole book deserves reading as a thoughtful and interesting contribution to current discussions.—*Pall Mall Gazette*.

We attach great importance to this collection of essays as a fair and competent representation of the Socialist cause.—*Cooperative News*.

We think it a matter of religion, and every intelligent, earnest Christian ought to read and ponder this most important and fascinating volume.—*The Methodist Times*.

The writers of the "Fabian Essays in Socialism" have produced a volume which ought to be read by all who wish to understand the movements of the time.—*Daily News*.

By far the best account of the basis of Socialism yet published in England, and by their temperate and "evolutionary" spirit cannot fail to be of great service in dispelling much misunderstanding of current Socialism.—*The Academy*.

After a full and conscientious perusal one is compelled to admit that they are written with great ability and sagacity from the Socialistic point of view, and that they must mark a departure as notable in social politics as the famous *Essays and Reviews* were in theology.—*The Scots Observer*.

Paper, 25 cents; Cloth, 75 cents.

The Humboldt Publishing Co.



My Dear Mr. Owen:

I have been tardy in acknowledging your courtesy, but this has been in part on account of the close study which I have been giving to your elucidation of the money question. I have reproduced your ideas frequently in conversation, and have never found any one who was able seriously to criticise your plan.

* * * * *

With many thanks,

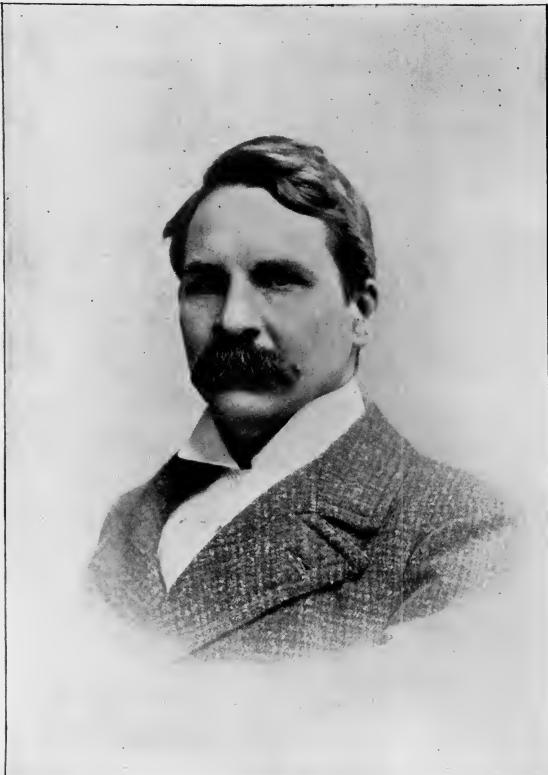
Very truly yours,

*H. D. LLOYD.**

Sept. 22, 1896.

* Author of "Wealth Against Commonwealth."

INTENTIONAL SECOND EXPOSURE



My Dear Mr. Owen:

I have been tardy in acknowledging your courtesy, but this has been in part on account of the close study which I have been giving to your elucidation of the money question. I have reproduced your ideas frequently in conversation, and have never found any one who was able seriously to criticise your plan.

* * * * *

With many thanks,

Very truly yours,

*H. D. LLOYD.**

Sept. 22, 1896.

* Author of "Wealth Against Commonwealth."

If you make money your God, it will plague you like the devil.—
FIELDING.

Plato, in his "Republic" recommended a national money which had not a market value and an international bullion standard which had a market or "intrinsic" value; and Lycurgus, the legislator of Sparta, ordered money of iron because it would be too heavy to carry out of the country.

AN EXPORTABLE COMMODITY IS NOT FITTED TO BE MONEY.—Money should be a thing of, or belonging to, a country, not of or belonging to the world. An exportable commodity is not fitted to be money, and nothing could be more monstrous than England's principle—followed by the United States up to the war—her legislation forcing her people to be buyers of gold—one of the scarcest articles in the world—the condition of their being able to furnish themselves with food and clothing.—HON. ISAAC BUCHANAN (Canada).

Fichte, Germany's great philosopher, finds the wealth of the nation in the equilibrium of the three great industries, and regards it as the function of the government to produce and perpetuate it by sufficient legislation. Regarding the interchange of national productions, save of those that cannot be produced in all latitudes, as a remnant of the barbarism and free trade that reigned in Europe before the existing nations had taken shape, he would at once put a stop to it by substituting *paper money*, current only within national bounds, for gold and silver that pass current between the states. As to cosmopolitanism and the possibility of a world-state, it will be time enough to talk of that when we have really become nations and peoples; in striving to be everything and at home everywhere, we become nothing and are at home nowhere.

Our present prosperity cannot be permanent, because it is based on the same false money system that has resulted disastrously every five or ten years since we became a nation; and that system is the issuing of paper money with a promise to redeem it in coin.

Coin, being an exportable article, renders us liable to every commercial fluctuation in Europe, without regard to whether we are doing a prudent business or not, and it is certain to be exported as soon as the balance of trade is against us. Thus the foreign trader who does only five per cent. as against ninety-five per cent. of home trade, by his recklessness, because of our false system, can plunge the whole country into commercial distress.—E. M. DAVIS, March, 1880.

International Bimetallism would be worse than folly—it would be a high crime against the American people. To make the money of the people largely out of commodities which may be largely useful to the arts and which are almost wholly used to offset international balances, would be to court periodical disasters to home industries by adding to or taking from the home currency to which business has adjusted itself.—A. K. OWEN.

"It is the right, it is the duty of every man of learning who has a conception of the world to express that conception, whatever it may be. Whoever thinks he knows the truth must tell it. The honor of the human mind is at stake. The rights of the mind are superior to everything. If doctrines like that of evolution be pernicious it is not the fault of the philosopher."—MARQUIS ITO.

"By accepted custom, long practiced, loans are made upon bonds and mortgages. Bonds are secured by being based upon railroads, canals, bridges, electric plants, water works, gas works, etc.; mortgages upon houses, lands, etc.; and the net revenues for the uses of these are always pledged to pay back the loans, including interests, commissions, discounts, bonuses, etc., and in this way net revenues do pay back the money in about every five or seven years.

The plan here proposed will issue the money needed for necessary public conveniences, directly in payment only for labor and material actually used to complete constructions, which will have an assured revenue, will make the money issued a mortgage upon the constructions completed and a lien upon the net revenue of the construction for which it will be issued, say for five or ten years, by which time every dollar of the money will be canceled, after which the net revenues will become an ever increasing source of revenue for the city, or state, or nation, which constructs and manages such public work. In this way, direct taxation of every description can be stopped; bonds and mortgages will have no further use, and private credit, made current, will no longer be necessary."—
ALBERT KIMSEY OWEN.

CONTENTS.

	PAGE.
PREFACE, - - - - -	1
THE GUERNSEY MARKET HOUSE PLAN OF PAYMENTS, - - - - -	2
HOW TO OBTAIN SPOT CASH, - - - - -	3
HOW TO DO AWAY WITH INTEREST BONDS, - - - - -	8
HOW TO DO AWAY WITH NATIONAL BANKS, - - - - -	14
HOW TO GET RAPID TRANSIT, - - - - -	19
HOW TO GET A DRY DOCK, - - - - -	26
HOW TO PAY FOR THE NICARAGUA CANAL, - - - - -	30
HOW TO BUILD THE PAN-AMERICAN RAILROAD, - - - - -	40
WHAT ABRAHAM LINCOLN SAID ABOUT STATE OWNERSHIP OF CANALS AND RAILROADS, - - - - -	41
WHAT GEN. ULYSSES S. GRANT SAID ABOUT THE NATION'S OWNERSHIP OF RAILROADS, - - - - -	42
HOW TO GET GOOD ROADS, - - - - -	52
HOW TO PAY FOR EXPOSITIONS, - - - - -	63
AZTEC CIVILIZATION AND TRADE, - - - - -	69
LETTER TO PRESIDENT MCKINLEY, - - - - -	73

PREFACE.

THERE have been three great economic epochs among civilized mankind—the slavery of the ancient régimes—the serfdom of the feudal centuries—and the existing merciless strife for commercial supremacy by means of competition and the exploitation of labor by means of incorporated companies, syndicates and trusts, which, by means of special legislation, confiscate products and seize public revenues for their own private greed.

The question is, What is the remedy for this state of things? The answer is this—the producer can never be free to enjoy what he produces before his cities, his states and his nation become his bankers and his employers. There can never be freedom of opinion and a highly developed individuality by a person who is employed by other persons, be these persons incorporated or otherwise; therefore, every person must be guaranteed occupation by his or her own agent—by his, or her city, or state, or nation. There can be no middle course if equities in employment are to be attained.

It is an axiom as old as recorded history that “the borrower is a slave to the lender,” therefore a citizen must not be beholden to another citizen, associated or single, for money; but must through his, or her own agent—through his, or her own city, or state, or nation—be paid for what he, or she does—for what he or she has to sell.

Again, there cannot be wealth without labor—all debts, home and foreign, are paid with labor services, or labor products. Governments stand firm, or totter exactly in the proportion that labor is protected and advanced, or as labor is discouraged and demoralized. Money has no value except that given it by labor; it follows therefore that there cannot be strong government, or “honest money” without labor—that there cannot be comforts, luxuries, or security for life or property without there is labor; hence, it is the part of wisdom to encourage and foster and diversify and perfect labor in every way possible—for general prosperity is only possible when there is general employments given to every willing arm and brain in the nation. Therefore, the motto above all others, just now, should be “*put the people to work*,” by means of their own agents—by and in and for their own cities, states, and nation which, in their own respective names, will issue a home money based upon home works of public necessity to employ the home people at home.

A. K. OWEN.

"Put the People to work."—QUEEN ELIZABETH.

THE GUERNSEY ♦
MARKET HOUSE ♦
PLAN OF . . . ♦
PAYMENTS . . . ♦

By ALBERT KIMSEY OWEN

COPYRIGHT, BY A. K. OWEN.

Shakespeare says we are creatures that look before and after. The more surprising that we do not look round a little, and see what is passing under our very eyes.—CARLYLE.

A hen, which had become blind, continued to scratch for food as she had been used. What availed it, the industrious fool! Another hen that could see, but wished to save her tender feet, never forsook the side of the former, and, without scratching, enjoyed the fruits of scratching; for as often as the blind hen turned up a corn; the seeing one devoured it.—LESSING.

Look at this locomotive, inspect that steamship, examine the works of this watch. Did the moneyed man make them? "No," it is answered, "but he caused them to be made. He found the means. His money was the creative power." Be it so. Then labor will make its own money, and the capitalist will no longer be needed.—EDWARD KELLOGG.

THE GUERNSEY MARKET HOUSE PLAN OF PAYMENTS.

The great question is how and by whom to furnish the ways and means of payment for the completion of the municipal, the state, and the national works of public convenience which may be needed. The subject is one fraught with difficulty only because people will insist, like the Chinese, upon acting as their ancestors did, in regard to payments, and not as experience, reason and progress would suggest. There is given herewith a quotation from Jonathan Duncan's work entitled "Bank Charters," which is as follows :

"Daniel De Lisle Brock, Governor of Guernsey, was waited upon by a deputation of the principal townsmen of St. Peter's, who requested his countenance and assistance towards the erection of a covered market, much wanted in that town. The governor readily consented, and asked in what way he could assist them most effectually. He was told that the principal difficulty was to raise the required funds. The Governor replied that if that was the only difficulty he thought he could surmount it, but would ask first, if they had the requisite stones, bricks, timber, granite and flags, but, above all, had they the skilled artisans and laborers required for the building of the market? They replied that there was no want of labor or raw material; that their difficulty was chiefly financial. 'Oh,' said the governor, 'if that is all you want, I will, as governor, sign, stamp, declare legal tender, and issue five thousand one-pound market notes. With these pay for materials and wages. Go to work and build your market.'

"The market was commenced. The first effects were to animate trade by the additional circulation for payment for slates, bricks, etc., and to increase the customs of the shops by the expenditures of the workmen employed on the market. In process of time the market was finished, stall-rents became due, and were paid in these notes. When the notes all came in, the governor collected them, and at the head of a proces-

sion, with some little form and ceremony, proceeded to the town cross and publicly burnt them in the way of cancellation."

This is the most important lesson and, at the same time, most simple, ever given in regard to payments for works of public necessity, which are such as produce a revenue.

It is simply a city's, or a state's, or a nation's current warrants, or non-interest obligations, issued on receipt for labor and material used to construct a work, municipal, or state, or national in importance; and after the building, or the canal, or the railroad is completed the rental, or the toll, or the fare absorbs, or cancels the warrants issued; and the market house, gas works, water works, street railway, telephone, toll bridge, drydock, exposition, etc., belongs to the city; or the canal, exchange, toll bridge, or toll road belongs to the state; or the railroad, canal, telegraph, ocean cable, etc., belongs to the nation, and becomes permanent source of revenue, and thereby relieves the people from direct taxation, municipal, state and national. It is, further, a saving fund for labor; for had the work not been executed the labor would have been idle—would have been lost forever—a sacrifice to the citizens, to the city, state, and nation.

SPOT CASH.

THE GUERNSEY MARKET HOUSE PLAN OF PAYMENTS.

Its Application to build East and North River Bridges by and for Greater New York.

In the first place any market house, street railway, electric light and power plant, water works, public hall, etc., needed by a city; or any railroad, bridge, canal, telegraph, ocean cable, etc., needed by a state, or by a nation which is built by the sale of bonds, by ways of financing now in general acceptance, costs, in discounts, bonuses, commissions, etc., at least, from one-third to one-half more than if the construction was paid for "in spot cash," as would be done by using The Guernsey Market House Plan of Payments; and in the second place, in

the bond plan of financing, all the profits of the discounts, bonuses, commissions, etc., go to the credit brokers before the works are completed, and after the works are completed a large part of the receipts, and the first immediately following those used for the expenses of operation and maintenance, are taken by the same obliging (?) class of credit experts, for interest, not on the cost but on the full value of the bonds, so that the credit-sellers every few years receive, in interest, sums equal to the full amount of their loans.

This is of course where the city or state or nation issues its bonds for the current credit to do the work, and in part owns or controls the same; but in the more numerous cases, however, where special franchises are given to specially incorporated classes to build and own and operate works of public necessity, all the receipts over and above what are paid for operation and maintenance are taken for interest and dividends on the bonds and stocks that are issued upon the constructions made; and the city or state or nation gets nothing, except it be a few dollars for the franchises, or, in rare instances, a small percentage upon the acknowledged receipts of the companies; but in no instance in the United States does city, state or nation receive anything worth mentioning for the franchises and special privileges that it has generously lavished upon special incorporated privileged classes.

And further, let it be borne in mind that whether works of public necessity of a revenue-producing class are built with bonds and stock or with Guernsey Market House Notes, the basis of their issue and security is exactly the same, and the net receipts are in both instances alone looked upon to return the money invested; the question therefore is not whether the basis of security is sufficient to guarantee the credit issued to build said works, and whether the receipts will be large enough to refund the money advanced for the constructions; but the one and only question, in building a Market House, or a rapid transit, or a bridge in a city, is whether the city is to directly build, pay for, own and operate the same, and get all the direct benefits and be enriched thereby; or whether it is going to give away the birthright of its people—the inheritance of all its

citizens—and encourage a dozen or so of shrewd business men to incorporate and entrench themselves against the common interests of the common citizens, under special privileges to build, own and operate the said market house, or rapid transit or bridge; and all the while to use the city's credit to build, and the city's functions or powers, to control the same; and, from the first to the last, directly and indirectly, to tax the citizens and impoverish the city—for the special benefit of said specially privileged and incorporated dozen or so of men.

To illustrate, by actual example, the cost of the Eads bridge over the Mississippi at St. Louis, did not exceed \$5,500,000; but, owing to having to sell the bonds at a discount, it was made to cost in interest-bearings securities—in bonds—over \$12,000,000, besides \$12,000,000 in stocks, as bonuses, etc., and although, by "tricks that are dark and ways that are peculiar" to modern financial jugglery, Captain James B. Eads, the presiding genius over the entire work, lost his personal investment of \$300,000 in the stock of the bridge, by the wiping-out-process of the bondholders, in 1891 the net receipts on this bridge were sufficient to pay 5 per cent on \$17,500,000 of bonds. Had this bridge been built by Bridge Warrants issued by the city of St. Louis, the bridge would not have cost over \$5,500,000, and the net receipts would have cancelled this within nine years—and now the city might be putting into its own treasury annually the \$875,000 which go to the few manipulators of financial securities who have finally cornered this great section of highway for their own private benefit.

"When the Brooklyn bridge was first opened to traffic, it had cost in round numbers, sixteen million dollars, but about seven million dollars of that cost was interest money. It was many years being built and the interest (7 per cent) was on bridge bonds, sold at a discount by the two cities. Extensions and improvements are not yet complete, nor will be for years yet, will bring the cost up to twenty million dollars—possibly much more.

"It is not expected that the income will pay the interest and wipe out the principal in less than sixty-five or seventy years, and leading New York journals have expressed the opinion that it will not be paid for in less than a century, if ever. . . .

"Not to trouble the reader with a long array of figures, it may simply be stated that the Brooklyn bridge will have cost at the lowest estimate finally not less than \$80,000,000, and \$60,000,000 of that vast sum being interest money, paid in one form or another by industry. On the principle that 'labor pays all.' If the bonds should never be paid, as the Tribune believes, then the bridge may cost five times eighty million dollars. It then goes beyond calculation."

Had the Brooklyn bridge been built by The Guernsey Market House Plan it would have been built as fast as labor could have used the material furnished and would not have cost, probably, more than 6,500,000 to \$7,000,000—and within ten years the net receipts from tolls, etc., would have cancelled every Bridge Note issued; and it would now be paying cash for all needed improvements and putting from 500,000 to \$700,000 a year into the city's treasuries. New York and Brooklyn would have been receiving all the direct and indirect benefits, i. e., the entire citizens of both cities would be enjoying the whole benefits—for, as Shakespeare says: "What is the city but the people." However, what is most to be deplored is that the average American citizen merely looks out for his daily wage, which is begrudgingly given by an overtasking master, and the smart citizen incorporates himself with a few of his fellow smart ones, gets special privileges and takes from the cities, states, and nations every franchise which can be made to return a revenue, and allows the governments—city, state and nation—merely the right to control such things as sewers, sink holes, streets, free roads, free bridges, prisons, almshouses, etc., which cannot return any revenue.

Before leaving the Brooklyn bridge, let it be known that just now there is the biggest kind of a struggle going on between lawyers as to which is to seize the bridge, by legislation, in the interest of the syndicates who have already taken possession of the tramways and elevated roads of the two cities. Here is a specimen of the arguments made at Albany, April 21, 1896:

"Mr. Lamb added that the average net income of the bridge for the last two years was \$360,000 a year. He was confident that when the improved terminals were completed, the bridge

instead of having 125,000 passengers a day would have 250,000. He pointed out that this would give the lessees \$900,000 a year, out of which they proposed to pay the cities but \$360,000.

"In a month's time," said Mr. Lamb, "I will guarantee to organize six corporations, each one of which will be willing to lease the bridge tracks and pay \$500,000 a year rental."

But this will suffice at this writing. The objection which will be made to The Guernsey Market House Plan of Payments will be by those who have now a monopoly of the current credits used in the United States, and they will say that the cities or states will be taxed 10 per cent on the issue of city or state current warrants, or anything else that can be used for current payments. Of course they will say that The City of New York, for instance, can issue city warrants for large amounts—for say \$100 and upwards, for those have to be discounted through us—or by means of bonds, for then we can absolutely control everything that is built by the bonds, and take every cent of the profits and keep the people forever laboring for our sole benefit; but we bankers had that National Banking law passed exclusively for ourselves, and not even The City of New York or, for that matter, not even the State of New York, shall issue any of its credit in a current form. That prerogative belongs absolutely to us for the sole benefit of our families; and when we get in a tight place ourselves, we can issue Clearing House Certificates as currency sufficient to bridge over the crisis, and that too, without paying any tax to the government, or to any one else for the use of the same. Why should we? Is not the government of the United States run solely and absolutely for its incorporated classes, and are we bankers not the foundation of all that is now "respectable" in Society? Are we not the greatest trust of all trusts?

Well, take the law just as it is—make no subterfuge whatever, and have New York, or any city which wants a market house, or a rapid transit, or a bridge, to issue market house notes, or transit notes, or bridge notes, and go to work and build, and own, and operate the same in a business way, and pay the said 10 per cent annual tax to the United States government. Then it will be found that the first cost of the work will be so much

less than the 10 per cent—will be far less blood tax to pay than if the same public works were built with interest-bearing bonds as they now are; and, even in this case, within from fifteen to twenty years the net receipts will cancel the notes issued, and the general government will be benefited in place of a craft whose sole purpose of existence is to throttle and dwarf every enterprise that is proposed, and who manage to put under perpetual tribute the people who produce wealth, more and more, tighter and tighter as they plant and harvest and construct.

Let the Guernsey Market House Plan of Payments, be inaugurated without waiting to alter any law; after that this plan will right the wrongs which stand in the way of a home money for a home people.

May 9, 1896.

THE GUERNSEY MARKET HOUSE PLAN OF PAYMENTS *v.* INTEREST-BEARING BONDS.

Money Issued by Authority of the People Voting in Their Respective Districts for Their Own Public Works.

The Guernsey Market House Plan of Payments offers a way to put the people, in every township, city and state in the United States, immediately to work and to pay them spot cash for what they do. It is a plan by which townships and cities can build market houses, halls, tenement houses, etc., and can construct tramways, and put in electric light, power and telephone plants, etc.; a plan by which our states can build toll roads, bicycle ways, bridges and canals, etc.; and a plan by which our nation can construct and operate railroads, telegraphs, and ocean cables and steamships; and can do all this without directly taxing the people; and in each case the special warrants or currency would be issued only in payment for, and would be limited by the labor and material actually used to construct and equip the particular public work needed. It is a plan by which each special issue of currency would be based upon and secured and limited by the spot cash cost of the particular work of public necessity—of the tramway, or electric

light plant, etc.—for which it would be especially authorized; and the currency would become a lien upon the work finished, and would be, also, a mortgage which would be taken up and cancelled by the net revenues received for services rendered by the particular tramway, or electric light plant, etc., for which it would be issued.

This plan of payments would give the people, in every section of this nation, a safe, elastic and automatic currency for the home people at home; and it would have no connection with gold, silver, copper or bonds—would be free from discounts, bonuses, commissions, interests, syndicates, bankers and brokers; for it would be issued by authority of the people voting in their respective districts for their own public works; and it would be engraved, printed, paid out, and received back and cancelled directly by the people's agents—by the treasurers of townships, cities, states and nation. This plan would give us a currency which would be limited in amount only by the amount of public improvements needed by the people in their respective sections, and would be most in amount where and when most work was wanted, and would be less in amount when and where less work was being done. The character of the public conveniences of the community would then show the intelligence and skill and industry of its respective citizens; and one district would never be beholden to another district for the means to go forward with improvements needed by its own people. Where enterprise and intelligence are greatest there would and there ought to be found the most currency to move forward with; and the Guernsey plan would bring this desirable result about. Spot cash would be paid for the labor and skill used, and as soon as the work was finished the issue of currency would stop and the tramway, or electric light plant, etc., would immediately commence to serve those who wished its services, and the receipts for these services would begin, at once, to take up, retire and cancel the special currency which had been issued to construct the same. This plan would make every public convenience—every tramway, or electric light plant, etc.—stand upon its own bottom—would force every tramway, or electric light plant, etc., to become the basis and the security for the

currency necessary for its construction, and the net receipts from each would retire and cancel its own special issue of currency.

This currency would be based upon labor, not upon gold, or silver, or bonds ; and labor is the one and only sure source of wealth that every community has, and this currency would never be inflated because one dollar paid for labor, put into a needed public convenience, will create a value of at least fifteen dollars ; hence, instead of one dollar of this public works currency having but one dollar's worth of bullion, as the gold dollar has, every dollar would have, at least, fifteen dollar's worth of available property pledged for its final and full redemption ; and the basis of this currency could never be stolen, as is frequently the case with bank deposits and securities.

The one great and most important lesson that statesmen must learn is that the only wealth that any district has is its labor—for labor is the only factor in society that both produces and consumes. There is no wealth and there can not possibly be wealth without labor ; hence, it is to foster, protect, diversify and perfect labor that the first and continuous attention should be given by those who would successfully guide society ; and far should it be from the minds of those who would guide society to better conditions and purposes, to confuse values by confounding the mint and market prices of gold and silver bullion to the disregard, displacement and dishonor of labor. No nation ever prospered that appreciated gold, or silver and depreciated labor. Gold and silver bullion, like copper and iron, should be left free to find their own uses, or prices in the markets of the world ; for both, and particularly gold, has been protected and given a fixed price by government which prevents its real value in society from being known ; hence, one may be sure that "the preciousness" and "intrinsic value" and "world value" of gold is, for the most part, fictitious. But labor is the foundation of every nation, and no community can exist without it. Therefore, it is the height of wisdom to encourage and utilize and protect labor in every way possible ; and this can be done best by making the structure, that labor needs and which labor builds and which labor uses, the basis

and security for the currency necessary to employ the necessary labor while labor is building the structure wanted. In the memorable language of Edward Kellogg : "Look at this locomotive, inspect that steamship, examine the works of this watch. Did the moneyed man make them?" "No," it is answered, 'but he caused them to be made. He found the means. His money was the creative power.' Be it so. Then labor will make its own money, and the capitalist will no longer be needed."

Again, the accomplishment of the Mormons in Utah shows that labor can do all is necessary for its comfort and advancement without capitalists—without bonds and without gold and silver coins. These people separated themselves from the world, and went far away where they could rely entirely and absolutely upon their own labor. In 1847, they practically had not a dollar in gold, or silver, or any credit with any outside people ; and not a banker or a capitalist belonged to their society—the only bond was the bond of good-fellowship and their fixed purpose to dare and to do for themselves. They were in the depths of the worst salt desert known to man ; but they put themselves to work—they farmed, planted truck gardens, built homes, put up factories, raised wool, clothed themselves, and, within twenty years, was the richest community per capita in the world.

And they did this because they honored and protected above everything else and all the time their own labor, and never gave a thought of gold coin or interest-bearing bonds. Labor is the all-important factor in every community. All kind of pawnshops and saving institutions are in existence to take on deposit and to advance currency upon manufactured articles of utility and ornament ; but the greatest of all saving institutions will be that which will encourage, under organized management, every willing laborer to deposit his or her crude, or skilled labor, at the moment it is offered. The Guernsey Market House Plan of Payments will do this—it will give spot cash payments for all labor that is deposited in much needed market houses, public halls, tramways, rapid transits, water supplies, cycle ways, bridges, canals, railroads, etc., and the respective works will stand pledged that the respective net revenues will take up

and cancel, each in its turn, the particular issue of currency which may be issued to build it.

The Guernsey Market House Plan of Payments is essentially a plan which looks, from the first to the last and all the time, to the employment, remuneration and advancement of the producer; while the plan to raise money by negotiating interest-bearing bonds is a plan which is exclusively and solely for the benefit of non-producers—of a craft which solely for its own private greed deals in credits based upon other persons' money and other persons' labors.

In the first place, the bond plan, owing to its discounts, bonuses, stocks, commissions, etc., makes the first cost of a tramway, or electric light plant, etc., from 30 to 50 per cent more than if the same was built by a spot-cash plan directly by the township, city, or state authorities; and in the second place, not only does the face value of the bonds have to be paid, but, by means of interest on the full face value of the bonds, and dividends on the stocks, which go as bonuses with the bonds, the spot cash cost of the tramway, electric light plant, etc., has to be paid from half a dozen to two dozen and more times—has to be paid over and over again to these self-same Shylocks who hold the bonds which are ever calling for their semi-annual pound of flesh—which are ever sapping the very blood from the heart and soul of the producers of the community who do all the work, and who pay eventually all the money.

And now mark you this, in both the Guernsey plan and in the bond plan, the tramway, or electric light plant, etc., is the sole basis and the only security for the advancement of the currency to build it; and, in both plans, it is the net receipts that are alone looked to to pay back the currency advanced—but with the Guernsey plan the tramway, or electric light plant, etc., is built for spot cash, at from 30 to 50 per cent less cost than with the bond plan, and after the net receipts from the uses of the tramway, or electric light plant, etc., has taken up, and cancelled the currency issued for its construction, that discharges all liens and mortgages, and the tramway or electric light plant, etc., belongs to the community which builds it, and the net receipts ever afterwards go into the public treasury to relieve

the citizens from taxation to that amount; while in the bond plan the net receipts for 30, 40, or 99 years go always to the Shylocks, and this means that the bonds, mortgages, etc., are never intended to be cancelled; and over and over again the first costs of the structures are paid and repaid; and their possession and management remain in the hands of private corporations—the officers of which, in consequence of their monopoly of these vast public revenues, are empowered to force their policy of personal greed, upon townships and cities, and to hold their employees in a system of slavery which for associated sufferings of mind and body is not less to be deplored than was black chattel slavery in the cotton states.

Again, where blocks of tenements, or market houses, or places of public amusements and meetings are built on a mortgage, in each case the structure becomes the basis and the security for the currency advanced, and in each case the rentals of the structure are alone looked to to pay the principal, interest, taxes, repairs, superintendence, etc., etc., and hence we say, in the name of everything that is right and just—in the name of everything that is in accord with reflection and decency!—why should there not be in all these United States, at this time, some one mayor of some one city, or some one governor of some one state, who has the individuality to take the initiative into his own hands, and who has the determination and purpose to inaugurate the Guernsey plan of payments to build a market house, or a tramway, or a canal, or a railroad, and in this way to lead the people, to look to him for better things, out of the chaos of misgovernment and extortion,—to look to him for permanent employment and for a realized progressive civilization where laws will be made to appreciate man, and not to give a fictitious value to gold and silver.

A. K. OWEN.

THE GUERNSEY MARKET HOUSE PLAN OF
PAYMENTS *v.* NATIONAL BANKS

How This Plan Could Be Utilized to Make the People Independent of the Legalized Extortions of the Money Mongers

The greatest of all questions before the American people during the past thirty-three years has not been as to whether gold coins, or silver coins, or "greenbacks" are the best money, but it has been, and is now, simply this: Shall the people through, and in the name of their nation, states and cities, issue their own money, or shall the national bankers, with their London associates, issue, in their own names, the money which the American nation, cities, states and people must use in their exchanges, or perish?

The close trust and absolute monopoly which these bankers have planned is so gigantic, in the comprehensiveness and depth of its supremacy, that the Standard Oil trust's monopoly of the sale of the world's oil is, in comparison, only an air bubble; for these bankers have a plan not only to absolutely own the entire earth, so far as North, Central and South America, are concerned, but they wish to be absolute in their power to dictate every law that is made, to put in and to control every legislator who enters our congresses, legislatures and city councils; and thus to hold every producer more under their strict supervision and fear than the cotton kings held the black chattels of the states South.

But let the national banks speak for themselves. At Niagara Falls, July 18, 1896, the delegates to the bankers' convention of the state of New York met, and at that convention Hon. Stephen M. Griswold, president of the Union bank, Brooklyn, read an article entitled: "The Prosperity of Banks Insures the Prosperity of the People and the Government." In part, Mr. Griswold said: "The position which the banks of this

country have taken upon the question of a gold standard and against the silver craze will do more than all other influences combined to bring to a successful issue the sound-money question. The currency problem will have to be settled before a great while. There is at the present time in circulation \$346,000,000 legal tender or war currency, \$150,000,000 of various issues of treasury notes, \$200,000,000 national bank notes, making a total of \$696,000,000. To meet the increased business requirements of the country this circulation should be increased to at least \$1,000,000,000. Our circulation in the United States is only \$22 per capita, while in France it is \$42. Let the government issue \$500,000,000 thirty-year 3 per cent interest bearing bonds, retire the legal tender and treasury notes, have Congress pass a law allowing the banks to issue the \$1,000,000,000 bank notes, secured by government bonds at par, and you solve the problem."

Could anything be more plain than the national banker's plan—any suggestion more centralizing? Could there possibly be conceived another plan that would as quickly and as absolutely, hand over, to a clique of bank directors, the United States government, its people and their productions? But let us refresh our minds as to just how the national banks were started. To open a bank of issue, at the close of the rebellion, it was necessary to get \$100,000 in United States bonds, which then paid 6 per cent interest. To do this \$100,000 in "greenbacks" were necessary, for at that time "greenbacks" were the currency of the country. A group of men associated themselves for this purpose, put up \$10,000 in "greenbacks," possibly, themselves, borrowed \$90,000 for 30 days, bought the required \$100,000—in bonds, deposited in their corporate name, the same at the U. S. treasury at Washington, and received from the U. S. treasury \$90,000 in notes bearing the name of their own national bank. They used the \$90,000 in notes to pay back the \$90,000 greenbacks borrowed, sold or divided between themselves, \$100,000 worth of national bank stock, opened their bank for deposits; and since then have been doing business upon other persons, money and their own indebtedness; for it is a cardinal principle of banking

institutions that they must make profits on their own indebtedness; while individuals have to pay heavy discounts and interests for their individual indebtedness, or be entirely wiped out and ruined. The suggestion of the national banks now is that the United States government is to surrender to them every right to issue anything that can possibly serve the people and the government for a currency, to present the banks with \$100,000 3 per cent gold bonds, and \$100,000 in bank notes for every \$100,000 in "greenbacks" and treasury certificates that they turn over to the government; with the expressed condition that these "Greenbacks" and treasury certificates are to be destroyed, and that the bank notes are to be the only currency left for the government and the people to depend upon; hence, it may be seen why these patriotic (?) bankers are so desirous that the nation's credit should be sustained, at this time, and why they have so much philanthropic feeling for the poor people upon whom the government may undertake to force the silver dollars of the constitution, for if the free coinage of silver is re-established by law, then they know it is "good-bye" to their deep laid plot to destroy everything that the United States government can issue to supply the people with a currency. Of course they are not afraid of gold coins, because gold coins have never been used in the current exchanges of the people; and because in any event, the bankers hold enough bonds to more than absorb all the gold that is coined, or that is likely to be coined by our government. However, as not anything is so much doubted, by the plain home people, as the truth that is made plain, we will let the bankers tell just how they juggle and manipulate their own debts and other people's deposits and thereby keep at the head and in the control of everything and everybody in this land of ours. However that the bankers retain so prominent a position in the affairs of the world is not owing as much to their own wit and cleverness, as to the fact of the lack of common business sense among the toiling masses.

In Baltimore during 1894, there was a convention of the national bankers, and they there promulgated what is known as "The Baltimore Plan of Finance." Here are some of its

leading statements: "The currency of our nation must be supplied by the banks—not by the government. . . . To be elastic, the currency must be based upon credit—not upon securities. . . . The capital of the national bank is their deposits—i. e., two-thirds of the banking business is done with other people's money. . . . National banks use only one-third of their own money in their transactions, big and little, and this one-third comes mostly from their stockholders and not from their directors." And to give an idea of how these institutions are loaded down with debts, here is a statement of the bankers who met July 18, 1896, at Niagara Falls, and this shows only the debts carried by the banks of one state: "The chartered banking institutions of the state of New York are indebted to the public at large in the form of deposits subject to check in the sum of \$1,853,000,000, while the public are indebted to us in the form of loans and discount in the sum of \$1,261,000,000." This shows a balance in favor of the people against the banks of \$592,000,000 in New York state alone; but as these banks make more money the more debts they carry, it is their object to get in debt as much as possible. Debts are the bonanzas of the national banking system; hence we need not look further than the national banks for the origin of the motto "A national debt is a national blessing."

When confidence is general and trading and construction are everywhere active, national banks can be counted upon to meet the checks of their depositors, and in the time of a crisis they close their doors; or issue, without authority or license, their own checks, or some substitute, which will pass current among debtors, to bridge over their insolvency; and their depositors have to take these or go to the wall. That such institutions should be permitted to exist in the midst of and by the people whom they have stopped in their enterprises and almost ruined at least half a dozen times within the past twenty-five years, is one of the marvels of this marvelous age. If a tree is to be judged by its fruit, then the national banking system must be bad from root to branches, for last year's prison reports showed that there were "sixty-eight former bank officers serving sentences in one penitentiary;" and another report says that the

stealings from the deposits in national banks, by their presidents, cashiers, and trusted officers, amount to from \$10,000,000 to \$25,000,000 a year; and withal it is heard in the most "respectable" gatherings of our nation, that the national banks are the best banking institutions that the world has ever seen. Well! be it so—far is it from the purpose of this article to dispute that claim; but it is desired to ask in all earnestness, in all seriousness, since there must be more current money before the idle can be put to work, would it not be well for the American producers, without further delay, to adopt resolutions in their clubs, unions, associations, conventions, etc., making a fixed plan to have their respective cities, states and the nation to issue, through their respective treasurers, a currency similar in character to The Guernsey Market House Notes, which would be paid out only for labor put into much needed works of public convenience, such as would produce, each in its turn, a revenue sufficient to take up and retire the specific notes which may be issued to build it. This plan of payment would give a secure, elastic, automatic and perfect currency, which would be 10 per cent. premium over gold or silver coins in the payment for fares over the tramway, or for rentals for the market house, for which the same might be specially issued. But, above everything else, the adoption of The Guernsey Market House Plan of Payments would put the people to work at once, without the intermeddling of those who deal in credits. It would appreciate and advance man; it would put the producer into the control of his own products, and it would make possible that the discoveries and inventions of the American people would be enjoyed by all, and not forever be bought up and monopolized by those who are entrenched in the monopoly of vested rights and vast public revenues, so that they are now crazed if they cannot seize and appropriate for their own use and selfish greed everything that is constructed, grown, patented, or fashioned for the use of mankind.

RAPID TRANSIT.

HOW THE CITY OF NEW YORK CAN OBTAIN IT.

A Rolled Steel Structure Sixty-eight Feet High and One-hundred Feet Wide, with Five Boulevards, to be Built and operated by the City, and to be paid for by the Guernsey Market House Plan of Payments.

AN OPEN LETTER.

NEW YORK CITY, April 7, 1896.

HON. WM. L. STRONG, Mayor of the City of New York.

Dear Sir: Herewith please find studies showing how the Guernsey Market House Plan of Payments may be utilized, by cities, states and nations, to build and operate works of public necessity. By this plan can be built and operated, without taxing the people and without paying interests, dividends, commissions, discounts and bonuses to those who deal in credits, the most approved system for rapid transit, the much needed dry docks for New York harbor; bridges over the East and North rivers; piers and warehouses to utilize to the best advantage the city's waterfronts; ferry-boats, etc., etc.

This plan for rapid transit would furnish The City of New York with current warrants—with a local currency of fifty or sixty million dollars which would put new life into every fibre of trade and advance real estate as has never before been dreamed of—it would put every idle man and woman who is able and willing to work into remunerative employment—it would give the best possible plan to unload and to load steamers, and to distribute and to collect baggage, freights, etc.,—it would concentrate the food supplies along high and model boulevards, thereby taking a most needed step to put meats, fruits vegetables and bakeries out of the ill-drained surface markets, and poorly ventilated cellars; and would put all in high and well-

aired places and within easy reach of every head of family—it would take the initiative step to extend around the borders of "greater New York" a continuous system of elevated boulevards from which would extend, into every section of the metropolis, elevated tracks of more or less height and width, which in turn would be fed by the street trackways—it would give the greatest and most attractive pleasure-resorts that the people of New York can possibly obtain within their reach in any fifteen minutes—and not anything can be more assured than that "city warrants," if you please, which would be sought after by 1,000,000 persons daily, to pay tolls, fares and leases, would be kept at par; and even at a premium, if such should be desired, and would be found to serve all the functions of "money" as if they were coined of gold, or silver.

The Guernsey Market House Plan of Payments is in keeping with the spirit and intelligence which have animated the best of our citizens to make "greater New York," and the mayor of New York, or of any other one of our greater cities, who first applies this ways and means of payments to build and operate, in the name of the city and for and by its whole citizens, a street railway, water works, electric light plant, etc., will be the first man since Washington to find a warm place in the heart of every American patriot. Respectfully,

A. K. OWEN.

The Structure.

All agree that The City of New York should have the most approved system of rapid transit. However, any underground system which could meet the requirements of the ever-increasing travel, up and down Manhattan Island, would be too hidden, too costly, too behind the times—too everything out of date. Chicago is building a four-track steel elevated system at a cost of \$280,000 per mile. The underground system of rapid transit which has been proposed for New York would be eighteen miles in length and the cost has been estimated to be about \$3,000,000 per mile, or, \$54,000,000.

The existing apology for rapid transit—the Manhattan iron

elevated railroads, it has been estimated, could be rebuilt for about \$12,000,000. A rolled steel structure, such as is herewith suggested, could be completed, probably, for a sum not to exceed \$2,500,000 per mile, or say twenty miles for \$50,000,000.

The structure is designed to start from the Battery, and to follow, as closely as practicable, the water fronts on the East and North rivers, the better to get the pure air, good views; and to interfere the least with private properties; to be of rolled steel, made substantial and with a view to architectural effects; to be not less than sixty-eight feet above the streets, to have a width of one hundred feet, and to have five boulevards,

Boulevard One is to be twenty feet above the streets, to have two trackways for up-town and two trackways for down-town. One train for parcels, expressage, baggage, etc., and one train for freight, etc., either way. This boulevard will be made specially for handling with dispatch and economy, baggage, freights, etc., so that steamers, etc., may be relieved, at once, of their cargoes, and that the same may be distributed in warehouses along said boulevard; and that baggage, freight, etc., may be collected from said warehouses and loaded without delay, into steamers, etc.—side tracks to run out over the piers and into the warehouses, to allow cars to be readily shunted, that they can receive, or discharge baggage, freight, etc.; and that cars can be readily attached to, or dropped by the regular trains which will pass up and down said Boulevard every ten minutes.

Boulevard Two is to be twelve feet above Boulevard One; to have four footways; and four trackways—two trains for up-town and two trains for down-town transit; one of which will be for local and one for distant stations either way.

On Boulevard Two will be erected, at convenient localities, model market stands for meats, fish, vegetables, groceries, food supplies and up-to-date restaurants, and bakeries; said stands, booths and rooms to be leased, under special regulations, by the city. This boulevard is designed specially for a market boulevard and will provide for and facilitate market-going persons; and the cars will be designed to facilitate the carriage of market matter and market persons.

Boulevard Three will be twelve feet above Boulevard Two. On this boulevard there will be six trackways all for up-town stations. During the day, train one will start every minute and stop at the stations at every street, the same as the cable cars do on Broadway; train two will leave every two minutes and stop at every fifth station; train three will leave every three minutes and stop at every tenth station; train four will leave every four minutes and stop at every twentieth station; train five will start every five minutes and stop at every one-hundredth station.

Boulevard Four will be twelve feet above Boulevard Three. On this boulevard there will be six trackways all for down-town stations—regulated as on Boulevard Three.

Boulevard Five will be twelve feet above Boulevard Four. This will be the grand promenade, cycle and motor carriage boulevard. On either side of this boulevard there will be a ten-foot walk exclusively for pedestrians, a fifteen-feet cycle way; a fifteen-feet motor-carriage way; and in the middle there will be a twenty-feet way for children to use roller skates, unicycles, etc., and each of these walks and ways will be separated by steel parapets sufficiently high and strong to protect each from any possible intrusion for purposes other than for which it is specially set apart. Arched foot-bridges, at short intervals—will give ready communication between walks and ways; going north, cycles and motors will take the east way, and, in going south, the west way, so as to lessen the chances of collisions, etc. To give architectural effects, etc., upon arches, at selected places, there will be erected steel structures—restaurants, concert gardens, reading and club rooms, and covered galleries and balconies, for persons to sit in chairs to watch and to rest, etc.; and at distances, say of every mile, there will be 100 by 300 feet covered floors exclusively for children and their attendants to play and enjoy the fresh air, etc.; potted plants and trees and flowers, lights, statues, fountains, etc., will be placed to give the best effects and the most pleasure, that the people may enjoy in reality what the most imaginative fancy may have pictured the hanging gardens of Babylon to have been. Elevators will run from the intersections of every street every half min-

ute during the day, and at less frequent intervals during the night; the power, light and heat, probably, will be electricity; and the uniform toll to all parts of Boulevards Two and Five or rides on trains, will be paid before taking elevator, and will be five cents for persons over eight years of age (11 tickets for 50 cents when paid in Rapid Transit Notes); children less than eight, who are attended, will go free—all animals to be prohibited.

The Ways and Means.

With rapid transit, as with all city improvements, the question of ways and means becomes paramount. This factor in this case, however, is one fraught with difficulty only because our citizens have insisted upon using the same kind of payments as our ancestors did, and not what experience, reason and progress would suggest. To be sure, we would not like to do away with the electric light and go back to the tallow dip; or to abolish the cable cars and again use stages; or to pull down the great steel-framed "sky-scrappers" and to go into low brick rookeries, which used to reign supreme in lower Broadway; or would we be satisfied with the miserable discomforts of the old taverns and put aside our palatial hotels—the Holland, Imperial, Waldorf, Savoy, Netherlands, Plaza and Majestic; but while everything else has changed, Shylock, with his pound-of-flesh bond, still holds his fetters upon every enterprise, public and private, and will throttle and dwarf and control every enterprise of public necessity until a ways and means is established which shall rest entirely upon labor and be redeemed by labor and by nothing else. Service for a service is the open sesame for a new order of things—for a better city—for a better citizenship.

The Guernsey Market House Plan of Payments is nothing more than putting out a mortgage in a current form upon a work of public necessity that may be constructed by a city, or a state, or a nation, and pledging the net revenues for the uses of the said work of public necessity to take up, absorb, retire and cancel the same. In a word, it is a plan by which one ser-

vice is made to offset another service ; which, by the way, is the only equitable and just redemption : and it may readily be seen that such a system of toll boulevards, as are herein suggested, would, within ten years after their inauguration, retire, by their net receipts, the warrants which would be used to pay for their construction ; for the Manhattan Elevated Railroad Company now pays 6 per cent. dividends on \$30,000,000 of stock and 4 per cent. interest on \$37,000,000 of bonds, or say 10 per cent. on \$33,000,000 after paying its operating expenses, office-rents, big salaries, and putting away a surplus ; and, at the same time, it does not begin to accommodate the travel that would use rapid transit were it conveniently, luxuriously and rapidly conducted.

The Initiative Step.

1. That Mayor Strong be authorized and directed by a majority vote of the citizens of The City of New York to appoint three citizens of the State of New York, who have no real estate, or interest in any bonds, or stocks in any corporation in The City of New York, to serve as trustees for "The City of New York's Elevated Boulevards," with full powers to obtain, in the name of "The City of New York," the necessary charters, surveys, plans and specifications ; and to construct and operate the said boulevards and their appurtenances.

2. That the trustees, within ten days after their appointment, meet in the City of New York and organize by electing, from their own numbers, their president, treasurer and secretary, and open headquarters for "The Trustees for The City of New York's Elevated Boulevards."

3. That the treasurer of said trustees be authorized and directed to have appropriately engraved, carefully printed, and to officially stamp for and in the name of The City of New York, "The Warrants of The City of New York's Elevated Boulevards And Their Appurtenances ;" and to be ready, within two months after the passage of the necessary legislation, to guardedly issue the same in payment for services and materials used to construct and complete the boulevards and their appurtenances.

4. That the warrants be executed in denominations of 25c., 50c, \$1, \$2, \$5 and \$10.

5. That the warrants bear upon their backs the following words : "This (one dollar) is issued, by The City of New York, in payment for services and materials employed to construct and complete The City of New York's Elevated Boulevards And Their Appurtenances, etc. ; is receivable for all dues to The City of New York, at par, and for tolls, fares, leases, etc., by The Trustees for The City of New York's Elevated Boulevards And Their Appurtenances, etc., at a premium of ten per cent. over all other currencies when paid in amounts of 20 cents, or more."

6. That the paper for the warrants be manufactured in The City of New York, of superior quality, of unique pattern, and that it have upon it such water marks and devices as may best secure it from imitation ; that it be manufactured in sheets of such size as may contain a fixed multiple of the warrants without waste ; and that the number of the same be checked and otherwise supervised by said trustees ; and that this special water-marked paper be patented, by The City of New York, for the exclusive use of the boulevards.

7. That to imitate said paper, or counterfeit the warrants, or to utter the warrants for purposes other than for what they are specifically issued, be punishable by the severest penalty under the law.

8. That the maximum amount of the warrants is not to exceed sixty millions of dollars for the first twenty miles of elevated boulevards now needed.

9. That the said treasurer of said trustees issue the warrants only upon the presentation and in cancellation of checks, or certified receipts by said president and secretary of said trustees, that so many days', or part of a day's work, at so much per day agreed have, or has been performed, by the bearer or endorser, upon The City of New York's Elevated Boulevards And Their Appurtenances ; or that such material, at such and such a price, has been furnished, by the bearer or endorser, to the boulevards, etc., that said checks, or certified receipts be cashed at The City of New York's treasury ; and that two or

more special agents of the trustees follow the line of construction to facilitate the payments.

10. That the salary paid to each of the trustees be \$500 per month; and in no case is any one or more of the trustees to be interested, in any way, in any firm, or corporation, or with any person which, or who, is in any way contracting with, or receiving pay for services rendered upon said boulevards, etc.

11. That for the necessary expenses to carry this suggestion into effect there be appropriated \$50,000, or so much of the same as may be found necessary.

HOW TO GET A DRY DOCK.

THE GUERNSEY MARKET-HOUSE PLAN OF PAYMENTS.

Its Application—Home money to employ home people at home; to be issued in payment for labor employed to construct; to be secured by the work constructed and to be redeemed by the service rendered.

A story is told of a man who was much surprised when he learned that he had spoken prose all his life without being aware of it; and it may surprise many New Yorkers to be shown that the Empire City has practiced "socialism" in its most dreaded forms for many decades—that New York City in its corporate capacity, builds, owns, and rents market-houses and cellars, docks and ships, street vaults, restaurants, etc.; owns and rents ferrys, lands and houses; builds, maintains and owns bridges; constructs and operates aqueducts, and sells water uses; sells franchises, licenses and real estate; owns streets, parks, museums, libraries, etc.; issues city warrants; and dabbles, in a way and after a fashion, into about everything that the most extreme "red-handed and hot-brained socialist," or the most radical "keep-in-the-middle-of-the-road populist," has suggested; but the shame—the pity—is that it is all muddled by such a bungling, floundering, hap-hazard, no-system, nondescript sort of a go-as-you-please sort-of-a-way that

the city's possessions are made to be a curse rather than a blessing to all concerned—assets are actually made to become the cause for debts. In fact, the enormous properties of this greatest of American metropolises, instead of being managed like they would be if the same properties were in the hands of a syndicate of business men, or like any incorporated group of practical men would do if they owned the same possessions, so as to give large incomes to themselves, these vast properties are actually put in temporary charge of frequently changed groups of political guttersnips; and through their mismanagements and favoritisms these princely possessions—these estates richer than those of some monarchies—are actually made to become a cause to saddle upon the whole people direct taxation which are as unnecessary and uncalled-for as taxes would be if levied by a board of directors of a railroad company directly on its employés and its stockholders for the necessary funds to operate its trains and to pay dividends and interest on its bonds and stocks. However, be this as it may, this article is published to call attention to and to commend Mayor Strong, of The City of New York, for the step he has taken in the right direction. The New York Press, February 14, 1896, tells us that "The City of New York wants a city dry dock; that Mayor Strong opposed the idea that such a franchise should be handed over to private control; that Mayor Strong, at the meeting of the Sinking Fund Commissioners, February 13, told his associates that it was time that New York should have a dry dock large enough to accommodate any ocean liner. 'It was a shame upon us,' he said, 'that after the St. Paul had met with its recent accident it could not be docked in this city.'

"Recorder Groff and Controller Fitch, as usual, had notions of their own on this subject. They suggested that in the large European ports the dry docks were owned and controlled by private corporations.

"'We want none of that here,' responded the mayor. 'The city should have a dry dock of its own, and this commission should take steps to have one built.'

"The mayor said further that he would like to see a bill presented to the legislature providing for such a dry dock. He had

talked with Commodore Sicard, and it was estimated that a commodious dock could be constructed for about \$800,000."

In another paper published about the same date, Mayor Strong is quoted as saying: "The city ought to build a dry dock 700 to 800 feet in length, one big enough for the docking of the largest steamship afloat. It was a shame to send the St. Paul down to Newport News to be dry docked." He expressed the opinion that the building of such a dry dock as was proposed would be a profitable investment for the city, and that the property ought to remain under the control of the Dock Board when built."

We commend Mayor Strong in taking the stand that New York City should build and operate this greatly needed dry dock. It is certainly a disgrace that so important a port as New York City has not a first-class dry dock. That such a property would pay for operation and maintenance, and at least ten per cent, on its cost annually, cannot for a moment be doubted.

And now why should not Mayor Strong take one more great step and declare that in payment for the labor and material used in the construction of the city's dry dock that the city will issue city warrants in \$1, \$2, \$5 and \$10; that the warrants will be received for general dues to The City of New York at par, and at a premium of ten per cent. over any other money for the uses of the dry dock; and that the warrants shall be retired and cancelled by the receipts of the dry dock.

Can there be a doubt that current, non-interest-bearing warrants issued by The City of New York would not be so good and sound as non-current, interest-bearing bonds issued by The City of New York. Does any one suppose that New York City's current warrants, made receivable at par for any of the \$46,000,000 of taxes to be collected during the next fiscal year would not be readily received for labor and material to build the dry dock, that the warrants would not be eagerly sought after by the owners of vessels, etc., frequenting New York harbor, and hoarded by brokers because they would be worth ten per cent. more than gold, or silver, coins to pay for dry dockage?

Again, what possible form of currency could be as guardedly

issued as city warrants paid only for labor actually performed and material used to complete a revenue-producing work of public necessity such as the dry dock; and when the warrants are expressly stated to be a mortgage upon the work constructed, and are ordered to be cancelled by the net receipts for the uses of the dry docks. Could any currency be better issued, better secured, better redeemed and better cancelled? If a man working in a cotton mill, for instance, produces for his employer one-dollar's worth of manufactured goods for every fifteen cents of wage he is paid, is it not reasonable to estimate that men employed upon the dry dock, under an expert director, would produce at least four or five dollars of value for every dollar in city warrants paid to them in wages; and therefore would not one dollar in The City of New York's warrants paid for labor employed in completing the dry dock have four, or five times, more actual or intrinsic value for its basis of issue than a gold dollar or a one-dollar silver certificate, even if the silver at the back of the certificate were "big enough to make a cartwheel?" If not, why not?

It is trusted that the greater New Yorkers, or, may we say, "the Yorklyners," may awaken up to the fact that there is no more use of issuing bonds to borrow current credit to construct works of public necessity than it was necessary for the early Knickerbockers to put a stone in one end of the sack to balance the wheat in the other end before taking it on horseback to the mill; and it is sincerely hoped—it is prayed—that Mayor Strong, in his good vigorous name, may say to that class of credit-mongers and bond advocates, whom Wendell Phillips called "the cannibals of Exchange Alley," that The City of New York is going to inaugurate The Guernsey Market House Plan of Payments to construct its revenue-producing works of public necessity; that with a population almost as great, and with wealth and resources many times greater than the thirteen American colonies had when they threw off England's yoke of tyranny, that "Yorklyn" is going to have current credit of its own which cannot be affected in any possible way by, or be beholden to, any outside city, state or people, or be dependent on, or influenced by, any one or more inside cliques of its own citizens,

who insist upon fastening upon the rest of its citizens, and their children after them, England's system of bank-credit despotism.

One practical step in this direction—one step in the line of home money to employ our home people at home—one determined move for money based upon labor and redeemed by labor, will do more to make the old order of things change and to inaugurate a new era of justice and good fellowship than the application to our everyday affairs of all the wonderful inventions and discoveries of the past century have done for mankind.

THE GUERNSEY MARKET HOUSE PLAN OF PAYMENTS.

ITS APPLICATION TO THE CONSTRUCTION OF THE NICARAGUA CANAL.

COST TOO HIGH.

"WASHINGTON, Feb. 12.—The sub-committee of the House Committee on Commerce is considering the report of the Nicaragua Canal Commission. The general impression among the members of the sub-committee is that the estimate of the Commission for the completion of the work (\$136,000,000) is entirely too high. Mr. Doolittle of Washington says that there are gentlemen in the United States who can give the best of security for carrying out their contract who will agree to complete the work for \$70,000,000.

"On Tuesday the sub-committee will meet to draw a rough draft of a bill for submission to the full committee. It is probable that the Morgan bill, which was before the Senate in the last Congress, will form the basis of the bill to be prepared. The guarantee of the bonds of the company to an extent not to exceed \$100,000,000 will be the main proposition.

"The government will get a majority of the stock and be insured a perpetual majority of the directorate. The bill will also provide for the prosecution of the work under the inspection of the government engineers, and will provide for complete supervision, auditing, etc., of all accounts by the Treasury Department." The Journal, New York City, February 13, 1896

A NEW PLAN.

A bill to authorize and direct the President of the United States to appoint three trustees to obtain the necessary concessions to superintend the surveys and plans, etc., and to construct and operate the Nicaragua canal; and to authorize and direct the Secretary of the Treasury to engrave, print and stamp treasury money and to issue the same in payment for services and materials employed to complete the Nicaragua canal and its harbors and its appurtenances.

Be it enacted by the Senate and House of Representatives in Congress assembled:

1. That the President of the United States is authorized and directed to appoint three citizens of the United States to serve as trustees for the Nicaragua canal; with full powers to obtain, in the name of the United States, the necessary concessions, to make the surveys, plans, etc., and to construct and operate the said canal and its harbors and its appurtenances.

2. That the said trustees, within ten days after their appointment, meet in the city of Washington, and from their own numbers elect their president, secretary and treasurer; open headquarters for the Nicaragua canal; and proceed to carry out the purposes for which they are appointed.

3. That the Secretary of the Treasury is authorized and directed to appropriately engrave, carefully print and officially stamp Treasury money; and to be ready, within two months after the passage of this bill, to guardedly issue the same in payment for services and materials used; to obtain concessions; to survey; to construct and to complete the Nicaragua canal and its harbors and its appurtenances.

4. That said money be executed in denominations of 25c., 50c., \$1, \$2, \$5 and \$10.

5. That said money bear upon its back the following words: "This (one dollar) is issued by The United States of North America in payment for services and materials employed to construct and complete the Nicaragua canal and its harbors and its appurtenances; is receivable for all dues to the United States at par; and for tolls and all other dues, by the trustees for the Nicaragua canal, at a premium of ten per cent. over all

other money of the United States; and will be cancelled by the net receipts from the tolls on said canal."

6. That the paper for said money be manufactured in the United States, of superior quality, of unique pattern, and that it have upon it such water-marks and devices as may best secure it from imitation; that it be manufactured in sheets of such size as may contain a fixed multiple of said money without waste; and that the number of the same be checked and otherwise supervised by the Secretary of the Treasury; and that this special water-marked paper be patented by the United States, for the exclusive use of said money for said canal.

7. That to imitate said paper, or counterfeit said money, or to utter said money for purposes other than for what it is specially issued, be a high crime against the United States and be punished with death.

8. That the maximum amount of said money is not to exceed one hundred millions of dollars.

9. That the Secretary of the Treasury issue said money upon the presentation and in cancelment of checks, or certified receipts of said Trustees, that so many days or a part of a day's work at so much per day agreed have or has been performed, by the bearer or endorser, upon the Nicaragua canal, or its harbors or its appurtenances; or that such material, at such and such a price, has been furnished, by the bearer or endorser, to the Nicaragua canal, etc.; that said checks, or certified receipts be cashed at the Treasury and sub-treasuries of the United States; and that two or more special agents of the Secretary of the Treasury follow the line of construction to facilitate said payments.

10. That the salary paid to each of said trustees be \$500 per month; and that 3 cents per mile, travelled on public business, be allowed them.

11. That for the necessary expenses to carry this bill into effect there is appropriated \$50,000 or so much of the same as may be found necessary.

REMARKS.

The Nicaragua water-way connecting the Atlantic and Pacific Oceans should be built with all possible dispatch; and it

should be built, operated and owned by the United States Government. The work is so great, the benefits are so transcendent and the interests involved are so vast and complex that it should be removed at once from the chances of private monopoly and from being in any particular made the basis for the intermeddling of European governments with Pan-American affairs—financial, commercial or political.

Before the London Chamber of Commerce, Oct. 28, 1895, Archibald Ross Colquhoun, Esq., the traveler, explorer and journalist, who had returned in July from a tour of inspection of the Nicaragua canal, said: "The Nicaragua canal would be of more importance to the Western hemisphere than the Suez canal is to the Eastern part of the world, and the political and commercial changes which its success would entail made it necessary that Great Britain should make every endeavor to secure its neutrality if she desired to maintain her trade in the far East."

The above opinion is well founded, for the arguments for half of a century have shown that the Nicaragua canal would be of incalculable advantage to the commerce of the United States and the countries of Western Europe. The Suez canal is of no direct advantage to the commerce of the United States, but it puts England 5,000 miles nearer to China, Japan and Australia than she was before; and this gives England 2,000 miles advantage over the United States to those countries. The Nicaragua canal would reverse this state of affairs and would bring us as near Hong Kong, as Liverpool is, via the Suez canal; and Hong Kong, be it known, is the largest shipping port in the world, having, in 1894, a tonnage of over 14,349,000, which exceeded the tonnage of either Liverpool or London. The Nicaragua canal would give us an advantage over Liverpool of 1,200 miles to the northern ports of China; 1,900 miles to Japan; 1,000 miles to Australia; and 2,700 miles to the Pacific ports of South America. The shortened routes, via the Nicaragua canal would bring the United States into superior and dominating commercial control with China, Japan, Australia, Tasmania, New Zealand, Hawaii and the countries of Pan-America on the Pacific Ocean. These

countries have a population of 500,000,000; and a commerce of \$1,200,000,000 annually.

In a speech in the U. S. Senate, February, 1893, Senator Frye showed that the benefits of the Nicaragua canal to our domestic commerce would be even greater than to our foreign commerce. "To-day," he said, "products of the East seek California, Oregon and Washington, and the products of the West seek the Atlantic ports, through transcontinental railroads, subject to a freight charge of from \$20 to \$30 per ton; or by steamer, through the Strait of Magellan, at a rate of \$10 or \$12 per ton, or by sail around Cape Horn. The time between New York and San Francisco for freight by rail is twenty-five to thirty days; by steamer forty-five to fifty days; by sail, from one hundred and ten to one hundred and twenty days. When the canal is completed the length of the voyage between the same ports by steam will be reduced to eighteen or twenty days; by sail, to thirty or forty days, with a reduction of about one-third on freight charges. San Francisco, the mouth of the Columbia river and Puget Sound will be more than 10,000 miles nearer New York than now, 11,000 nearer our gulf ports, and that, too, by water, where the cost of freight carriage is about one-fifth that by rail. The cost of freighting lumber across the continent now by rail is absolutely prohibitory, while on wheat, wool, and canned goods it closely approaches confiscation. A ship loaded with the lumber of Oregon, bound for the shipyards of Maine, requires for the voyage one hundred and thirty days and charges for freight \$12 a thousand feet. By this canal the same vessel could make the voyage in forty or fifty days, and net more than \$3 per thousand, while a steamer could pass over the route in twenty days."

Senator Mitchell, in his answer to Senator Turpie, said:

"Of all sections of the country which are to be immensely benefited by the canal, those bordering on or tributary to the Pacific Ocean will be benefited most. California, Oregon and Washington, while prolific in a great variety of agricultural, mineral, timber, coal and other products, are notably wheat growing states. The Pacific boast has a surplus of about

1,000,000 tons of wheat and flour. The principal market for this surplus is Liverpool. This necessitates transportation by water around Cape Horn, a distance from San Francisco of over 14,000 miles. By the canal this water route to Liverpool would be shortened 6,000 miles, nearly one-half. This, it is estimated, will reduce the transportation charges from all Pacific ports at least \$2 per ton, to say nothing of the time saved. But infinitely greater will be the advantage to the wool growers of the Pacific coast, who find their principal market for their surplus products in the Atlantic coast ports, notably New York, Philadelphia, and Boston. As the case now stands, the distance between Portland, Ore., and New York City by the all water route is 1,200 miles further than such all water routes between Portland and Liverpool, which is 15,350 miles. Construct the Nicaragua canal and the situation is immensely changed. Then Portland and New York would be but 5,536 miles from each other, and Portland and Liverpool by all water 8,334 miles apart. The effect this would inevitably have on the cost of transportation of wool, lumber and fruit and other products of the far Western States will seen at a glance."

The Suez canal cost \$115,000,000 and earns \$15,000,000 annually. In 1892, 3,559 vessel passed through it, and these gave a net profit of \$8,333,333. The shares were issued at \$100, and a year ago, were worth \$538.50. England discouraged, opposed and denounced the Suez canal when it was proposed, and while it was being dug; but after it was completed, England (Lord Beaconsfield) while proclaiming it to be a financial failure, secretly bought \$20,000,000 worth of shares and practically took possession of the canal, and these same shares held by England to-day, are worth in the open market \$95,000,000 and could not be bought for five times that amount from England by any other government.

Ferdinand de Lesseps, who built the Suez canal, spent \$325,000,000 in connection with the Panama canal; and the financiers of France have shown to the satisfaction of investors that even if it took \$100,000,000 to \$150,000,000 more to finish the Panama canal that it would be a paying investment. And as far back as 1871, Engineer J. J. Williams, in his able pamphlet upon the

importance of the Tehuantepec ship canal, estimated that, at least, 3,000,000 tons of freight would pass through that water-way were it built; and this at \$2.50 per ton, the same as charged on the Suez canal, would have given \$7,500,000 annual revenue, and that, too, in the seventies. Since then Captain James B. Eads and Colonel James Andrews have shown that a ship railway across Tehuantepec would pay handsome interests, dividend and profits on an investment of \$100,000,000,* and even the

* Col. James Andrews, April 14, 1896, stated to the writer that the Tehuantepec Ship Railway would have about 2,000,000 tons the first year; and this at \$3 per ton would return a revenue of \$6,000,000. The expenses he estimated would not exceed \$1,000,000 per annum; and this would leave \$5,000,000 for interest and dividends. The cost he said would be from \$55,000,000 to \$60,000,000, for vessels weighing with their cargoes not over 6,000 tons; hence, we may see that if Mexico would build this great inter-oceanic ship highway with the Guernsey Market House Ways and Means of Payments, even if it should cost as much as \$60,000,000, the \$5,000,000 net revenues would retire and cancel the Treasury notes issued for the work in 12 years; and after that the said ship railway would be a source of ever increasing revenue for Mexico's treasury.

Again, the promoters of the Nicaragua Canal estimate that there would be 8,000,000 tons pass through their channel annually, and this at \$2.50 per ton would give \$20,000,000 gross receipts; even, if we allow one-half of this for maintenance and operation, the net balance would retire and cancel, in ten years, the Treasury money issued to construct the same, even were it to cost \$100,000,000 when in fact the best engineers say the cost will not exceed \$70,000,000.

But the Guernsey Market House Plan of Payments has no bonds, stocks, commissions, discounts, bonuses, interests, dividends and stealings associated with it, hence it is not to be considered for a moment practical. But if Senate Bill No. 1223, now being pressed forward by "the level-headed, practical, business men of this nation," is examined, it will be found to propose the following: *That the United States take possession of the charter and build the Nicaragua Canal.* So far they and we agree—so far we are both "Socialists." But here is where "the level-headed, etc." men have exercised their big, comprehensive brain force evidently for their own advantage, for they propose that the United States is to issue \$150,000,000 gold bonds bearing 3% interest—interest and principal to be guaranteed, not by the canal, but by the United States; and further that the United States issue \$150,000,000 of stock—the promoters to be paid four and

English denunciators of the Nicaragua canal admit that there would be 3,500,000 tons pass annually through the canal; while its friends estimate the tonnage at more than twice this; hence, the Nicaragua canal may be taken out from enterprises that are considered as experimental; for able engineers, after most exhaustive examination and surveys, during the past fifty years, have shown that the canal can be built for less than \$100,000,000, even by the present plodding, bungling, costly and nondescript way of payments, and "expert financiers" (?) have proven beyond question that the said canal would pay the discounts, interests, bonuses, commissions, dividends, etc., etc., which would be necessary to float the bonds and stocks, etc., to get the money necessary to pay what the engineers have estimated the work to cost; therefore, there cannot be a reasonable doubt but that the Nicaragua canal presents an attractive and sure foundation for the United States to inaugurate The Guernsey Market House Plan of Payment by possessing itself of the franchises that are so cordially offered, and by constructing and operating the said canal.

This ways and means of payments would do away with bonds, interests, discounts, commissions, bonuses, etc., etc., which go to make important enterprises cost, at the very least, one-third more than they would cost if those interests, discounts, commissions, bonuses, etc., etc., were done away with; and it would give "spot cash" for every tool, machine and contract necessary to construct and equip the said canal; and this would save from 10 to 15 per cent more over the present system of deferred and uncertain payments which are consequent to private and speculative management and ownership. The uses of the Nicaragua canal itself to the commercial people of the a half million dollars in cash from the first sale of the bonds and to be given ten million dollars in the stock which is to be fully paid up and non-assessable. And all this in face of the offer of Engineer Monacal, who has spent several years examining and surveying the canal route, to take the contract to complete the canal and its appurtenances for \$60,000,000. Surely the wit was right—there would likely be more water in the \$300,000,000 of bonds and stocks issued for the canal than there might be water in the canal after it had been commenced in this criminal way of financing.

four quarters of the globe, would make the treasury money of the United States, issued especially for the construction of said canal, a much-sought-for money to settle international exchanges, and the premium of 10 per cent on this special issue of money over all other money of the United States, would make this special treasury money the most to-be-sought-for money by merchants and ship-owners doing business between the Pacific and Atlantic Oceans, for it would have all the advantages of the "gold dollar" in the United States and be at 10 per cent premium over the gold dollar for tolls on the said canal; and this fact alone would keep it always at par even when it was found most distant from the canal itself and from the United States. Of course, if this special money issued to construct said canal was alone made receivable for tolls on said canal, the premium might be easily sent up to 185 per cent over the "gold dollar" as the premium on "the gold dollar" was forced up by the Wall Street holders of gold coin, by having the United States, during the sixties, to receive *only gold coin for duties on imports and for interest on its bonds*; but no such like injustice as this is contemplated; or is it designed, like it was at the centennial in Philadelphia, in 1876, that every adult must have this money to pay tolls on said canal, as it was stipulated that "a silver half dollar" must be paid by every adult for admittance to said exhibition; for this would cause inconvenience, and might be taken advantage of by brokers, as was done at said centennial, and ten, fifteen and even twenty cents premium were frequently paid for the necessary "silver half dollar," by persons who forgot to provide the same before coming to the entrance and who grew impatient of the delay in getting to the box office where "a silver half dollar" was to be had; but the purpose is to illustrate by this ten per cent premium on said money at the said canal, that it is law that says what shall be money, but that it is the uses of money which gives money its value; and that the material of which money is made has nothing whatever to do with the case further than this: that persons who would insist upon making yardsticks with just one dollar's worth of gold in them before they would measure silk valued at just one dollar a yard, and upon making yardsticks with just

ten cents worth of silver in them before they would measure calico worth just ten cents a yard, would be quite as foolish as persons who now insist upon having just one dollar's worth of gold and one dollar's worth of silver in one dollar to measure one dollar's worth of labor; for there is not one laborer in Christendom who needs gold or silver money any more than they need gold or silver yardsticks; but what they do need is an exchange of service for service—shelter, food, clothing, etc.; and treasury paper money can measure off the services they render and measure off services, etc., which they wish in exchange for the same much better and at less cost and inconvenience than can ever be done with metallic money, be it national or be it private issues.

In conclusion, what is of most importance in connection with this special issue of United States treasury money to construct the Nicaragua canal is the new hopes and diversified home industries that it would give to the people who now live and would go to open business, etc., along the line of the said canal; for this money being mostly paid out to labor employed in the construction of said canal, and being mostly in small denominations, it would go immediately into current use in Nicaragua and Costa Rica and remain there in circulation, because it would be worth more in those countries than anywhere else. It would be like rain on a parched desert; new growth would spring up in a night; the world would take notice; the object lesson would take deep root, and be repeated elsewhere upon other works of public necessity by cities and by nations. A new era would be inaugurated; and under such circumstances it may readily be imagined that even if the net receipts from said canal tolls, within ten years, did not retire all this special issue of treasury money that all concerned would be benefited rather than injured thereby.

THE WAY OUT.

THE GUERNSEY MARKET HOUSE PLAN OF PAYMENTS.

Its Application to the Construction of the Pan-American Railroad.

AN OPEN LETTER.

THE LEXINGTON BUILDING,
141 EAST 25TH STREET,
NEW YORK CITY, March 26, 1896.

Senor Don Luis Felipe Carlos, Minister Plenipotentiary to the United States, from Ecuador.

DEAR SIR :

It is with great satisfaction that friends of Pan-American interests have read the interesting circular you made public in February last, which was addressed, by Señor Don Ignacio Robles, Ecuadorian Minister of Foreign Affairs, to the diplomatic representatives of South American and Central American states, suggesting the holding of a Pan-American Congress, at Washington or elsewhere, during the coming summer.

The call is most opportune; and with the view of assisting in the patriotic wishes of yourself and Señor Robles, there is here-with inclosed for your consideration a plan which has been matured after many years' acquaintance with the subject; and by this mail please accept also two pamphlets: The Military, Postal and Commercial Highways, etc., etc.

The attention of Señor Carbo is called to the fact that there are fifty-four (54) governments which, in whole or in part, own their own railroads, while there are only nineteen (19) in which rail-

roads are built, which do not own their railroads, in whole or in part—the United States being the most noted of the latter, and its railroads show the greatest system of "wreckage" and swindling and legal piracy that history records in such construction and false financing, and in contrast to the United States system of building and operating railroads, we wish to cite Russia, which has carefully planned a network of railroads to tie her capital with steel highways to every section of her 8,500,000 square miles, and in this way to unite her 125,000,000 people with the best modern facilities of intercourse and exchange: and during this very year Russia has passed a law appropriating 10,000,000 rubles annually for the next forty years to build a system of national interior railroads to be owned and operated by the government. It is a disgrace that the republican governments of Pan-America are so engrossed with politics and so misruled by private monopolists of every kind while we boast with mouths open as wide as barn doors of our intelligence, and yet see "the tyrant Tzar and his barbarian Cossacks" laying their nation upon a firm foundation, while we are engaged in only digging pitfalls for our own. And

*McClure's Magazine for March, 1896, gives the following :

"The Ninth General Assembly of Illinois, in which Lincoln had done his preparatory work as a legislator, was dissolved, and in June, 1836, he announced himself as a candidate for the Tenth Assembly. A few days later the Saginaw Journal published his simple platform.

NEW SALEM, June 13, 1836.

To the Editor of the Journal.

In your paper of last Saturday I see a communication over the signature of "Many Voters," in which the candidates who are announced in the Journal are called upon to "show their hands." Agreed. Here is mine :

I go for all sharing the privileges of the government who assist in bearing its burdens. Consequently, I go for admitting all whites to the right of suffrage who pay taxes or bear arms (by no means excluding females).

If elected, I shall consider the whole people of Sangamon my constituents, as well those that oppose as those that support me.

While acting as their representative, I shall be governed by their will on all subjects upon which I have the means of knowing what

to show that both Abraham Lincoln and Gen. Grant were in accord with the necessity of the nation building and owning its own railroads, there are herewith submitted letters from these personages upon this subject;* and in this connection let us recall the instruction by Charles Kinsley: "The first step in civilization is to make roads, the second to make more roads, and the third to make more roads still;" and that the Duke of Wellington, in addressing the English Parliament said: "Beware, my Lords, lest in legislating in favor of railroads you lose sight of the old English idea of the highway."

The republics of Pan-America will act a farce at government and will continue to be the laughing-stock of foreign powers as long as they meet only to talk and to disagree and to settle upon no plan to connect their respective nationalities by modern facilities for the interchanging of persons and commodities. And, mark you this! if the Pan-American republics—the United States the soonest—continue, by means of private

their will; and upon all others, I shall do what my own judgment teaches me will best advance their interests. Whether elected or not, I go for distributing the proceeds of the sales of public lands to the several states, to enable our state, in common with others, to dig canals and construct railroads without borrowing money and paying the interest on it.

If alive on the first Monday in November, I shall vote for Hugh L. White for president.

Very respectfully,

A. LINCOLN.
MANITOU SPRINGS, COLORADO,
August 10, 1880.

MY DEAR MR. ROMERO:

This will introduce to you Gen. A. T. A. Torbert, formerly of the regular army, and a major-general under Sheridan in the late rebellion.

Since the war General Torbert left the army, and has represented this government as minister to one of the Central American states, as consul-general to Cuba, and also consul-general to France.

He visits Mexico to represent a scheme for building railroads and making other internal national improvements in Mexico by the government itself, which looks to me practicable and feasible.

I have looked over the plan [Mr. Owen's Guernsey Market House Plan] carefully, but have not had time to consider it sufficiently to pronounce a positive judgment, but it is so much in the direction of what I hinted in a letter I wrote you in June—which I did deliberate on—that I think well of it.

corporations and interest-bearing bonds, to build and operate railroads, they will pave the way for their own downfall and ruin—and that quickly; for wrong steps involve those who take them with accelerated forces as time advances.

And even still more than the above, it is desired to impress upon the minds of friends of the Pan-American Republics that no matter what we may say, or do, or resolute, all will go only to show that we are children playing at government until we make for ourselves a Pan-American money which will free us from England's bank credit despotism, from that system of false financing which has reduced the producers of every country that has adopted it, to a misery and dependence worse than if they were chattel slaves being driven by the lash to do their tasks by merciless masters; and which has put every country which has used it, under tribute to London greater than Rome ever exacted from any nation that she ever conquered.

The Pan-American Republics if they ever wish to be anything worthy of the name, must have a home money for their home people—a home money which will be issued for labor only that is rendered to complete revenue producing works of international, national and municipal importance—a home money which will start the wheels of home industries at home in every section of our politically separated but commercially and

It has the advantage over the plan I had thought of in this, that it leaves the property, when completed, in the hands of the government of Mexico, while mine contemplated a foreign ownership.

I feel, as you know, a sincere interest in the progress of Mexico, both as a friend of the country and as an American desiring the progress of my own country.

We are now consumers of about \$200,000,000 of tropical and semi-tropical products produced by countries collecting export duties, and which take nothing in exchange to speak of but gold.

Mexico, with facilities for transportation, could furnish the whole of this, with much more.

With close commercial relations between the two countries a warm friendship would spring up, both would grow stronger, and prove a protection to republicanism.

With kind regards to all the people from whom I received so much kindness during my recent visit,

I am very truly yours,
U. S. GRANT.

financially inter-dependent republics ; for it should be evident that a monetary system which has permitted Great Britain to import and use, since 1853, products equal in value to eleven thousand million of dollars (\$11,000,000,000) over and above what she has exported in goods to pay for, will crush eventually out of even nominal statescraft, those governments which trade with her upon the credit system which she absolutely controls. In other words, the Pan-American Republics have entered into a game of whist with Great Britain, and have allowed her after every deal to say what trumps shall be ; and if there are those who think that they can beat many games at such odds against them, then they are just such persons as may be calculated upon to advocate gold coin and bank indebtedness as the only true and sound basis for our money to rest upon.

A. K. OWEN.

GUERNSEY MARKET HOUSE.

THE APPLICATION OF ITS PLAN OF PAYMENTS.

The Plan to be Inaugurated to Build the Pan-American Railroad and Telegraph from Salt Lake City to Cape Horn, with Branch Lines to the Pacific and Atlantic Oceans. The Monroe Doctrine to be Made a Reality.

The American republics to be united by a series of inter-republic railroads and telegraphs, which will be made the basis for inter-republic treasury money paid for labor and material used to construct and equip the same, said money to be cancelled by the passenger, freight and telegraph tariffs over the said railroad and telegraph lines.

The American republics to have a current money of the realm for their own peoples, and to be dependent upon their own home industries for articles of finished manufacture.

The Monroe doctrine should be undisputed and fundamental with the peoples of Pan-America, but it must remain a sentiment only, if the Pan-American Republics do not take practical, vigorous and radical measures in keeping with the best spirit

and the progressive thought of our times to make their industries inter-dependent and their money interchangeable, to a certain extent, with each other.

The attention of the Americans of the United States, Mexico, the five republics of Central and the ten republics of South America have been so engaged in considering the political control of parties and factions that they have allowed the more important questions of the financial and commercial home supremacy at home to escape them ; but it is hoped that just now they are ready to change from their past ways and means of payments, which have been based upon England's system of bank-credit despotism, and to assert their own monetary standard as being free and independent from any possible control or influence by European, Asiatic or African nations.

The Monroe doctrine had its origin in the following letter written to President Jefferson, Oct. 29, 1808, to the governor of Louisiana : "The patriots of Spain have no warmer friends than the administration of the United States, but it is our duty to say nothing and to do nothing for or against either. If they succeed, we shall be well satisfied to see Cuba and Mexico remain in their present dependence ; but very unwilling to see them in that of either France or England, politically or commercially. We consider their interest and ours the same, and that the object of both must be to exclude all European influences from our hemisphere."

England, France and Germany, now certainly hold the American republics "financially and commercially," by means of interest-bearing bonds and England's system of bank-credit despotism, and having this financial and commercial supremacy, as they have over us all, it may be readily seen that they more or less create influences among us that are anti-republican and in the interest of entrenched classes and aristocracy ; for nations, even more than individuals, are swayed in the direction of their financial and trading influences. And to support this view of the case, let us look at what Jefferson said in October, 1823, in his letter addressed to President Monroe : "The question presented by the letters you have sent me is the most momentous which has ever been offered to my contemplation since

that of independence. Our first and fundamental maxim should be, never to entangle ourselves in the broils of Europe; our second, never to suffer Europe to meddle with *cis-Atlantic* affairs. America, North and South, has a set of interests distinct from those of Europe, and peculiarly her own. She should, therefore, have a system of her own, separate and apart from that of Europe. . . . I could honestly join in the declaration proposed that we aim not at the acquisition of any of those possessions; . . . but that we will oppose, with all our means, the forcible interposition of any other power, as auxiliary, stipendiary, or under any other form or pretext, and most especially, their transfer to any power, by conquest, cession, or acquisition in any other way."

And apropos to this, Senator Maxey, on June 4th, 1878, in the United States Senate, speaking upon the Post Route bill, said: "Fifty odd years ago, Mr. Monroe proclaimed the great doctrine that the American soil must be controlled by American people, not foreigners; that the countries of South America and of Mexico must be held by their own people and not by foreign people. That was the mere formulating of an idea and purpose which was crystallized in the minds of the people, and which had become their fixed purpose long before Mr. Monroe uttered the sentiment. If there is one idea which all the American people to-day believe in, it is that grand doctrine promulgated by Mr. Monroe. To effect that what course should you pursue? In the language of Mr. Jefferson, have peace, commerce, and honest friendship with these people, cultivate these people and this great trade which we have lying at our very doors; let us do all we can by the cultivating of commercial relations with them to secure that. And I will go further. Whenever the measure comes up I will go to the full extent of favoring reciprocal commercial treaties with every country south of us on this continent. I would go for uniting ourselves as far as we could do it with Mexico by railway. I would be in favor of cultivating the closest commercial intimacy with those people because it is our interest to do it. We import from those countries more than we export to them, and it is to our interest to cultivate friendship and commerce and to sell to them what

they need in exchange for our imports rather than to pay the gold to them for what we need. This is the condition; now what is the remedy? It is manifest that one of two courses must be pursued: first, cease producing a surplus; second, find the best market for it; the latter is wise, the former foolish. . . . I accept the issue, and say that it is to energize our languishing commerce, to promote peace, commerce and honest friendship, to vitalize home industries, to give to the producer whether of manufactured articles or of farm products another competing market, that induces me earnestly to advocate this measure. Sir, there can be no question as to the constitutional power of Congress to establish post-roads and send the mails over them, whether those roads be on land or sea, lake or river. . . . I believe the measure before the Senate is in the interest of the people, the people who manufacture and the people who work on farms, and through these great industries it will benefit all the people. The people have been told often enough of their distressed condition; they are tired of it; they want bread, not stones. They want practical measures of relief, not theoretical statesmanship; and they will gladly see an appropriation made which will open workshops, relight the forges, start the plow, the loom, and the anvil, with assured hope that labor will be justly rewarded."

The Pan-American Republics are bound together by bonds of wedlock. Perchance it may be, as some would have us believe, an unfortunate marriage for all concerned; but there is no denying the facts. By the laws of nature and man our lives and interests must go forward to a greater extent together. One republic of Pan-America can not be injured by the commercial, political or financial influence of Europe without the autonomy of each of the others being menaced. The aim of the Pan-American Republics must therefore be to become interdependent, inter-commercial and inter-monetary. These sovereign states should stand united, one with the other, not only in their politico-foreign policy but in their industrial, commercial and monetary union; and to this end the following plan is suggested for the consideration of those who are thinking upon how best to act in the line of the great amount of talk

and sentiment that has been and is being expressed upon the subject.

THE PLAN.

1. THAT the president of each of the seventeen republics of Pan-America appoint two of his countrymen, one to be a civil engineer, to serve as directors for the Pan-American Railroad and Telegraph; that each of said governments appropriate \$20,000 (gold) for preliminary expenses, and give concessions and rights of way, and lands for stations and termini, etc., etc.

2. That said directors meet, within one month after their respective appropriations have been made, in Salt Lake City, Utah, to organize the board of directors of the Pan-American Railroad and Telegraph, by electing from their own numbers a president, treasurer and secretary; to establish a headquarters, and to take immediate steps to make preliminary examinations and studies, maps and estimates, in each of the seventeen republics, to the end that an intelligent idea may be had, within six months next following, as to where the construction should be commenced, as to the points which should govern the said routes, and as to their approximate lengths and costs.

3. That the mileage in the United States is not to exceed 5,000; Mexico, 3,000; Central America, 2,000; and South America, 15,000;—in all 25,000 miles.

4. That the trackway be standard gauge (4 ft. 8 in.); that the rails be steel and not less than 60 lbs. per yard; that the ties and bridges be iron; and that the cost of surveys, management, construction, equipment, rolling stock, stations, machine shops, etc., etc., be not more than \$12,000 per mile completed.

5. That the labor, skill and management, employed, be citizens, and that materials and finished articles of manufacture used be such as may be furnished by the industries of the Pan-American Republics.

6. That the money to pay for the said services and materials be engraved and printed, by the bureau of engraving and printing of the United States, at Washington; that it be in denominations of 25c, 50c, \$2, \$5, and \$10; that it be upon specially patented paper; that it be signed and paid out by the president,

treasurer and secretary of the board of directors of The Pan-American Railroad and Telegraph; and that the words engraved upon its back be as follows: "This (one dollar) is issued in the name of the Pan-American Railroad and Telegraph for services and material used to construct and equip the same; is receivable for all dues, at par, to The Pan-American Republics (names of republics in the compact) and for all dues to said railroad and telegraph at a premium of 10 per cent over all other money of the United States; and will be cancelled by the net receipts from tariffs of the said railroad and telegraph."

7. That it be punishable with death to counterfeit said money, or to utter it except for the purposes for which it is expressly created; and that all of said money received for dues to the Pan-American Railroad and Telegraph, in excess of that which may be necessary for operating expenses, to be cancelled and destroyed.

8. That the said directors be paid \$500 per month; be allowed five cents per mile travelled during their incumbency; and that the moneys first appropriated by the said republics for preliminary purposes be returned, dollar for dollar, with the money issued by The Pan-American Railroad and Telegraph.

9. That the seventeen republics of Pan-America hold one share of stock for each mile of said railroad that is constructed within its territory, and, that each sends its mails, expressage, troops, telegrams, etc., over The Pan-American Railroad and Telegraph, and pays for the same in the money of The Pan-American Railroad and Telegraph, which may come to it for taxes and other dues; and that The Pan-American Railroad and Telegraph receive the said money from the said governments, at a premium of 20 per cent over metallic money of every description.

REMARKS.

The "greenback" dollar was issued for war—it was based upon destruction. When ruined properties and dead men covered thirteen states of our union and a million armed soldiers marched with devastating forces with intention only to destroy and to kill, the "greenback" dollar was issued to its greatest volume, and, yet even under such distressful and

destructful circumstances there was never a day that a person within the states which issued the "greenback" dollar, could not get a good 50 cent-dinner and fifty cents in change for a one dollar "greenback"—the "greenback" dollar was never worth less than one hundred cents.

The Pan-American dollar would be issued for peace—it is to be based upon construction. Every one hundred thousand of these dollars paid for well-directed services upon a work so essential to Pan-American comity and unity, as the work in question, will create a wealth of not less than one million of dollars; and after paying expenses for operation and maintenance, the net revenues, from said railroads and telegraphs, should, within ten years from the operation of each section of one hundred miles retire every dollar issued for the construction and equipment of the same; and after that the money, which in all like works now goes to pay interest on bonds and dividends on stocks, enormous salaries and perquisites to presidents, directors and attachés; can go directly to the Pan-American Republics to relieve the direct taxation upon their citizens—can be used to construct other works of necessary internal improvement.

The "greenback" dollar was a promise to pay."

The Pan-American dollar would be a guarantee to receive.

The "greenback" dollar was in part repudiated by the government which issued it.

The Pan-American dollar would be received by the power which issues it at a premium of 10 per cent. over any other dollar that exists; and when tendered by a Pan-American Republic the same is to be received by The Pan-American Railroad and Telegraph, at a premium of twenty per cent over that of any coined dollar; and if friends will but think, they will see that by this provision the Pan-American dollar will be kept along the line of the said railroad, because a dollar will mostly stay where it is most useful, most valuable, most honored; and it is just in these new sections of country that it is most needed to encourage new industries and necessary developments which are always incident to the opening of virgin fields for diversified home employments.

The Pan-American dollar would not be associated with interests or dividends, but rather with benfits and profits. Every Pan-American Republic which may become a member of this compact, league or union, after the said Pan-American dollars have been returned and cancelled, should have other works of necessary internal improvement constructed within its own limits, with these funds directly by each government, the amounts available to be in proportion to the number of shares of stock that each republic may hold. Thus in a thousand-and-one-ways may Pan-American dollars be utilized to encourage and sustain home employments at home.

The "greenback" dollar had at its back only a part of one Republic, which was at war, desperate and doubtful, with the other part, with the English monarchy upon three sides and the French empire on the fourth side menacing its institutions and its existence—and, at best, it had but a fragment of one continent to pledge for its redemption.

The Pan-American dollar may have at its back seventeen republics, all at peace with themselves and with others; almost the areas of two continents and 120,000,000 of people to make good the guarantee that the work will be completed and that the net revenues of the said railroad and telegraph will be ample sufficient to take up and retire the said dollars.

The republics South can have no misgivings as to the earnest purposes of the United States were such a plan adopted, for it would give them thirty-two directors out of thirty-four—and a mileage of 20,000 out of 25,000; and the United States should be mindful that the advantages which would accrue to its manufactures and commerce by opening up such vast and rich and populated regions of continents would give it a new life and a new purpose in all the affairs of brain and employment.

Finally, the Pan-American dollar would be a dollar paid for service; and by service, in exchange, the said dollar would be cancelled. This is a service for a service—this is equity in payments, and the equity in payments must be practiced by a people and by peoples before they may hope to become honest and progressive in their relations one with another.

"Take thou no usury of him, or increase; but fear thy God,

that thy brother may live with thee. Thou shall not give to and lend him thy money upon usury, nor lend him thy victual for increase.—Leviticus xxv. 36, 37.

A. K. OWEN.

GOOD ROADS

THE GUERNSEY MARKET HOUSE PLAN OF PAYMENTS.

How to Construct and Pay for Cycle and Motor Roads to Connect every City and Hamlet in the United States at once.

In answering the up-to-date question, we say; Yes! "Life is worth wheeling;" and it can be made delightfully so if action is taken to make cycleways exclusively and especially for wheelers.

In the world's history there has never been before as sudden a revolution made for individuals, by their own individual action, to get from place to place over this planet of ours as has been made during the past five years in the United States by the advent of the bicycle; and this new method of locomotion is only started—the new chick has only as yet peeped its shell. New demands will quickly bring out new inventions; home competition will perfect existing wheels, and will bring prices for improved machines down so that all who wish may own one; and the day is near when every man, woman and child, in the United States, will think it just as necessary to have a set of wheels as they now judge it necessary to have shoes. Wheels for individual locomotion will become an essential part of every American's outfit.

Two years ago there were so few bicycles in the United States that those who rode them were looked upon as "feather-brains"—business men mocked at the idea that bicycles would ever become anything more than playthings, just as the locomotive engine on its advent was thought to be a toy fit only to amuse children; and yet, to-day, we are told that there are 4,000,000 persons within our states who ride bicycles—that in New York city there are 200,000 who go awheel, and that in Chicago there

are even a greater number *pro rata*, to its population—that there are 250 large bicycle manufacturers, with a capital of \$60,000,000 and 70,000 employés at work; that there are 50,000 persons engaged in the manufacture of bicycle sundries; that there will be 800,000 bicycles sold, at an average price of \$80 this year; that there will be consumed for rims as much as 6,000,000 feet of hard wood this year; and that those who indulged in going awheel last year paid something like \$200,000,000 for this amusement. Hence we may well ask ourselves, what may five years more do in getting us all on wheels—each for himself and herself. What will the tandem, the sextet, the epicycle, the self-propelling bikes, the motor carriage and wagon do to put us on the common roads of this country and into every nook and corner of this land, individually a controller of quick independent locomotion? And this being the case, does it not at once impress every one who glances at the subject that we must have cycle and motor ways to connect every city, hamlet and out-of-the-way retreat on seacoast, lakeside and in woodland.

The motor carriage and wagon have passed their experimental stages, are being rapidly made to meet the requirements of pleasure and commerce, and are sure to bound as quickly into general favor and use as the bicycle has done. These will put the horse, with his noise and dirt and enormous expenses, entirely outside of our cities, and, to a great extent, quickly from off our improved highways in the country. This indeed will be a great advancement toward regularity, cleanliness and decency. Full seventy-five per cent. of the filth, dust, mud, and nastiness in our cities are consequent to allowing horses to be inside of them. The motor carriage and wagon will do away with this dirt, and with probably five-sixths of the expenses which are now a necessary part of our haulage in cities. In these better days which are almost with us, a street once thoroughly made will last a generation, for the pneumatic-tired wheels of our horseless carriages, etc., will move without noise and with very little wear.

The census shows that there are in the United States about 15,000,000 horses, 2,000,000 mules and 49,000 asses. The

annual cost of feed for these animals is put at \$1,576,000,000. On fine stone roads one horse can haul as much as three horses can haul over the average dirt road of this country ; but even if one-half of the draft animals can be dispensed with by the building of good roads there will be an annual saving of \$738,000,- in feed bill alone. This would pay cash for 123,000 miles of improved roads every year, costing \$6,000 per mile. This is a big showing, but is only a small fraction of what can be done if our towns act in a concerted and methodical way to connect themselves with a system of approved highways. For instance, on the steel trackway it is estimated that one horse can draw twenty times as much as on a dirt road, and five times as much as on a macadam ; but why should horses figure at all in road economies after the motor wagon and carriage come into accepted use with steel ways, for even now there are motor wagons which run 15 to 20 miles, carrying three or four passengers, on ordinary roads, at less than one-half cent per mile cost for fuel. What may be the motorcycle's speed and capacity on steel trackways when electricity or compressed air, etc., are stored at natural cascades in the mountains or by tide force at our seashores and put into portable storage boxes to furnish the power to drive wagons and carriages, etc., and when these come into general use who will be so antiquated and such a spendthrift as to use horses.

The roads in the United States are proverbially a disgrace to all concerned—a reflection against the management of public highways by a sovereign people ; while those of France, for instance, are known for their system, smoothness, shade and attraction. France, which is not as large as Texas, has 22,000 miles of national roads—roads which belong to the nation and which are kept in perfect condition by a specially organized highway department. The roads are mostly of that class known to us as telford, or macadam roads ; that is they are made with foundations of from 6 to 10 inches of small broken stones which are compactly crushed and rolled, well drained and methodically attended, repaired, added to, inspected and reported, so that every year adds to their uses, completeness, solidity, shade and attractions.

I would require fully 1,000,000 miles of good macadam roads to put the United States on a par with France, and this would cost from \$4,000 to \$7,000 per mile ; but as enormous a work as this would be, there is more labor and skill to be had by the employment of the idle men who are roaming over these United States begging for work, than would, within one year, build five times one million miles of macadam roads as good as the average of those in France.

Until lately there has not been any organized plan to attend to the people's roads. Massachusetts took the lead, we believe, in getting order out of chaos in this particular. Connecticut has followed, and under its system the state, the country and the township pay each one-third of the cost ; but, everything is handicapped by the law prohibiting the townships to spend more than \$3,000 in any one year and the state over \$75,000 in the same period. This is child's play—a disgrace to any people who pretend to be farther advanced in civilized ways than Hottentots. The townships have to keep the roads in repair after they are made. There are 186 townships in Connecticut and about one-half of them are expected to be sufficiently awake to take advantage of this encouragement and to tax their citizens to the extent of \$3,000 in one year to improve the people's highways ; in fact, we have seen it reported that thirty of these townships have actually made sections of new roads under this act. The State of New Jersey, however, has gone at good road-making in a better way. Mr. Henry T. Budd, the commissioner of public roads for the State of New Jersey, after discussing the amount and character of the work which has already been accomplished in the way of making good roads, makes this suggestion : "As all progress should be along the best line, and as some of the best authorities predict, the coming highways will be of steel, it would be well for New Jersey, as she is the pioneer in state aid road improvement, to take the lead in inaugurating a system of steel roads, and thus ascertain by actual experience whether it is the most efficient and economical highway. The claims as presented are that the average cost of a macadam road-bed sixteen feet wide, is about \$7,000 per mile. The cost of a double track, steel railroad

sixteen feet wide, filled in between with broken stone, macadam size, is about \$6,000 per mile. The cost of a rural one-track road is \$2,000 per mile. The rails to be made of steel the thickness of ordinary boiler plate and to be formed in the shape of a gutter, five inches wide, with a square perpendicular shoulder half an inch high, then an angle of one inch outward, slightly raised. This forms a conduit for the water, and makes it easy for the wheels to enter or leave the track. The advantages of steel rails are: first, longer wearing qualities than stone; second, one horse will draw on a steel track twenty times as much as on a dirt road, and five times as much as on macadam.

"The Jerseymen got stirred up upon this subject in the latter part of the eighties, and in 1888 they passed a law authorizing the people of the townships to place their roadways under the control of the town committees and to raise money by bonds for grading, macadamizing, or improving the roads. Various supplements to this law have been added from year to year, until last year when, on March 22d, the governor approved a bill appropriating \$100,000 a year from the state funds to be distributed among the counties to aid in road making, the state to pay one-third of the cost of such roads as may be built under the general provisions of the act. This latest law was, however, but a legitimate outgrowth of the State Aid law of 1891, which went into effect in 1892, and was adopted because of the good effects which the people of the state had found were produced by the older law. Under the provisions of these laws Union and Passaic counties have been covered with a network of excellent stone roads, of which the stone road at Asbury Park and others at Morristown were among the earlier ones; and in the reports of the last two years it is evident that nothing will limit the amount of solid road making that New Jersey will do now except the smallness of the state appropriation."

Now, let us see what Hon. John O'Donnell says about his new invention, the steel trackway: "It is going to work a small social and industrial revolution. It consists of a steel track for wagons and other vehicles, including bicycles and horseless

carriages, laid on an ordinary dirt road. Some time ago he says he read a little item in a newspaper which said that a team of horses could haul twenty times as heavy a weight on a metal track as on a dirt-road. He did not believe it, and wrote to the editor of a scientific journal in New York city asking about it. The editor sent him ample proof of the fact, and Mr. O'Donnell's brain insisted on dwelling upon it. The result is his invention of the steel trackway; and he took this with him to Atlanta, Georgia, where he went as an appointee, by Governor Morton, to represent the Empire State, at the Good Roads' Parliament. When those there assembled saw what the invention was, they passed unanimously the following:

'Resolved, That we recommend the construction of experimental lines of steel track highway at various points throughout the states for public travel, in order that the practical value of such system be determined.'

"Mr. O'Donnell says it was the only plan presented that elicited no objections. If it be true, as the Department of Agriculture has been saying, that it took \$946,000,000 to haul the nation's products over the public roads last year (not counting railroad and water ways), it is worth while to look into a proposition, which is claimed to save about nine-tenths of this cost.

"Mr. O'Donnell in describing the steel trackway says it is simply a horse railroad with a gutter track instead of a raised track. The track is five inches wide on the bottom with half inch raised sides. It is laid on a longitudinal timber resting on ties. The middle between the tracks is filled in with stone and rounded up, the water running into the tracks and to the sides of the road by conduits from the steel track. The great difficulty in all railroad construction has been to take care of the rainfall on the road. If the water penetrates the crust of the road the frost inevitably follows and the road is ruined. This gutter track takes care of the water perfectly. It costs less than a macadam or a telford road. The steel track, ties and timber will cost less than \$2,500 a mile. To this must be added the grading and filling in between the tracks with stone or other suitable material. A first-class steel track road with the best

macadam surface will cost less than \$5,000 a mile, and a good country road with lighter materials can be built for less than \$3,000 a mile. And this road when built is practically a railroad to every man's door, for it is a perfect road for wagons, bicycles, and the coming road motor, which is now being manufactured by over 100 firms in the United States,

"And what will this new motor do on such a steel track in the economy of freight and passenger travel? Nothing short of a complete revolution in the internal commerce of the nation is to follow the steel track highway. It will be a godsend to the prairie farmers of the West and South in their long hauls to and from the railroads. To the cities it means a great deal. The boundary line for trade and manufactures is now about 25 miles. With a steel-track highway the circle would be widened 100 miles. The morning newspapers would be delivered by the swift road-wheel courier to distant points not now reached, and the country itself would be a great suburb of the city, and the reflex social influence would alike benefit the country and the city, elevating and promoting general prosperity.

"The Department of Agriculture, in a report just issued, shows that it costs the United States \$3.02 to move a ton 12 miles on the public roads. I can move ten tons of freight on a steel-track road 12 miles for \$2.50, to wit, a team of horses one-half day's work at \$5 per day.

"The beginning of the decline in agriculture," Mr. O'Donnell continued, "is contemporaneous with the beginning of the era of railroads, twenty-five years ago. These corporations, which have been fostered by the nation and by individual states, have become the rulers of the land. The barons of the rail are the masters of the nation. They control politics, legislatures, and courts. The farmer suffers first. Not a dollar of his produce goes to market, or a pound of provisions comes to him in return, but is taxed "all the traffic will bear"—in other words the price of transportation is fixed at the will of the party who is most selfishly interested, and the producer has not a word to say, but must submit to these exactions with no hope of better terms. In short

transportation changes have destroyed the farmer and the foundations of national prosperity has been destroyed. Was ever slavery more abject?

The New York Central Railroad but a few years ago, by buying a legislature, got its stock watered \$22,000,000 and the farmers of the empire state are paying their share yearly in quarterly interest. This is only one instance out of many in this and other states. "Fixed charges" is the name given generally to this water and the interest on "fixed charges" is always paid before dividends on stock. I give you one illustration of "fixed charges." When the Harlem road, now a part of the Central system, was merged with the latter, \$12,000,000 of seven per cent bonds due in 1900 with a covenant to renew them were issued and turned over to the Vanderbilts. This sum mainly represented water, and is one of similar transactions by that and other railroad corporations upon which the farmers are annually paying quarterly interest. All the profits of the farm go to meet these charges, and the farmer is impoverished and the nation suffers.

"Mr. O'Donnell, when asked about the commercial arrangements he has in mind, said he could without difficulty secure a corporation to take up the matter, but he is averse to placing an invention which he regards as of so much public importance in the hands of a corporation to bleed the public with. He prefers to have communities build their own steel tracks and pay him a royalty. Unless he finds this impracticable he will refuse to put his patent in the hands of any corporation."

The new suggestion is this: "Life is worth wheeling," and it is wheel or it is woe for us all; hence, our states and every township and city should unite and act upon a fixed plan to make a complete system of steel ways for motors and other vehicles, and ways for cycles—each township and city to build east and west, or north and south, as the case may be, one half the distance necessary to connect with the townships and cities adjoining. Each township and city to elect one commissioner for highways; the ten commissioners for highways of the geographically nearest associated townships and cities to meet and organize a District Board of Highways by electing from their

own numbers a president, treasurer and secretary, establishing a headquarters and engaging a civil engineer and a draughtsman; the presidents of the district boards of highways to meet at the capitals of their respective states and there organize state boards of highways, by electing from their own numbers a president, treasurer and secretary; establishing a headquarters at each of their respective state capitals and engaging a civil engineer and a draughtsman; and the presidents of the state boards of highways to meet in Washington, D. C. and organize the national board of highways, by electing, from their own number, a president, treasurer and secretary, establishing a headquarters in Washington and engaging a civil engineer and a draughtsman.

This would give a complete system—would complete a series of organized district and state boards of highways centered in and guided by the national board of highways, so that, at once, surveys could be made, and plans, estimates and reports—including population, traffic, cycles, motors, etc.,—could be sent in from every district and state, to be acted upon comprehensively and in fixed detail by the national board of highways; and the most important road or roads of every section of our nation could in this way be dealt with methodically, effectually, without delay, and in the best and most thorough way; for the commissioners are to be elected fully authorized to take possession of existing roads, to straighten or add to, or to open new ones, etc., etc., and are to be prohibited from acting with, or for, or in any political organization, or from attending to any other business than the making of highways; and a person is ineligible to be a commissioner of highways if he is interested in any factory, quarry or land with which the district board of highways deals.

The minimum class of highway is to be 50 feet wide, to have grades not more than 30 degrees, to go over or under all railroads, to have five feet devoted to shade and ornamental trees, five feet to foot walks and seven feet to cycle ways on either side of sixteen feet wide roadway. The foot walks to be paved with bricks or laid with stone, concrete, or asphalt; the cycle ways to be laid with the best asphalt or concrete, etc.,

and the roadway to be occupied by double steel trackways for motor and other vehicles, such as have been suggested by Mr. O'Donnell. The foot walks to be free to all persons; but for the use of the cycleways and trackways toll to be charged, say, 5 cents a day or for any part of a day, \$12 for one year for a bicycle: 5 cents for an hour or any part of an hour, or fifteen cents for a day, or \$20 a year, for a motor or other vehicles weighing a ton or less with load; and something additional for heavier motors and vehicles. This will give a revenue sufficient to pay for all repairs and "fixed charges" and to retire and cancel, within ten years, the current warrants—say \$6,000 to \$10,000 per mile of highway built; after which the tolls to be lowered or entirely abolished as may then be deemed best by the vote of the people.

The highways leading from each township or city to be in charge of its respective commissioner, who is to employ local labor, by the day, and to use, as far as possible, materials found in his own neighborhood; district commissioners to be paid \$200 per month, state commissioners \$300 per month and 3 cents a mile for distance travelled and national commissioners \$400 per month and 3 cents per mile for distance travelled. All service and materials to make the improved highways to be paid for in full with National Highway Warrants—appropriately engraved and guardedly issued (see details in former publications descriptive of the Guernsey Market House Plan of Payments) in denominations and forms to best serve for currency—the warrants to be the first and only liens upon the said highways and a first and only mortgage against the net receipts from all tolls over the same. The warrants to be prepared and issued by and in the name of The National Board of Highways, to not exceed \$10,000 per mile of highways opened to travel, to be issued to and vouch'd for by the state boards; and by the state boards issued to and vouch'd for by the district boards; and all tolls received to be returned over by the district boards to the state boards and by the state boards to The National Board of Highways, that full accounts and checks upon expenditures and receipts can be made, and monthly reports published for the information of every one concerned. The warrants to be received

at 10 per cent premium, over all other currencies, for tolls and to be retired and destroyed at the end of every month, by the net receipts of the same. For preliminary expenses consequent to the organization of the different boards and to issuing the warrants, the townships and cities to appropriate \$1,000 each, one fourth to go to the district boards, one-fourth to the state boards, and one-half to The National Board of Highways.

REMARKS.

Cyclists, farmers and those who wish to see improved highways are asked to form clubs, to send for literature relating to the Guernsey Market House Plan of Payments and to urge action upon their respective townships and states to organize to build their local cycle and motor ways.

It is not necessary for townships, or cities, or states to wait for a general movement to take place such as has been outlined. That is not likely to be done before some one or more independent townships and cities and states take the initiative by issuing their own warrants to make local cycleways, etc., charging tolls and retiring the warrants with the same. The movement will rapidly spread and can be guided and centralized along the line of thought suggested as soon as there have been half a dozen local toll cycleways put into use.

There should be enough push in the cyclists themselves, numerous and intelligent as they are, to demand that cycleways be made and to offer to pay tolls for the use of the same, either in the warrants issued to make them or in say, twelve days, labor upon the same under the direction of township or city commissioners for highways. Twelve days work, or \$12 in said warrants should pay for one year's use for one cyclist. One determined movement by one resolute township, or city to have improved cycleways at a spot cash cost and without paying tribute, in the shape of interest, to any credit mongers, be they ever so influential and respectable, will inaugurate a new era in payments for public improvements which can return in cash the money paid out to construct them.

It is of course understood that the credit-mongers will demand that their special monopoly to issue currency be pro-

tected and that 10 per cent be paid for the current warrants which the townships, cities, or even states undertake to issue in their own right and name; and to this we say let the 10 percent be paid to the United States government under protest, while it is shown that the said law was made by and for an exclusive class of our citizens for their own exclusive and private interest—greed if you please, and that it is a special privilege and against the public good and therefore is unconstitutional and can be repealed and the money paid under it be refunded.

No vested rights can stand in this Republic in the way of the public good if the public are intelligent enough to know their rights and are sufficiently brave to demand and to stand up for them.

A. K. OWEN.

THE WORLD'S EXPOSITION.

AN OPEN LETTER TO HON. HUGH J. GRANT.

32 NASSAU ST., NEW YORK, }
August 6th, 1889.

HON. HUGH J. GRANT,
Mayor of The City of New York.

DEAR SIR :

It is thought that the great exhibition for 1892 will be held in the Empire city. It is certain that there are large and attractive areas within or adjacent to the incorporated limits of the city, which are in every particular desirable for the exhibition, and that there are at command material, labor and skill sufficient to make the grandest and in many ways the most instructive world's fair ever before given. To do something great on this occasion should be the desire and the pride of the citizens of New York.

Mr. Grant, in virtue of your high trust as Mayor, you must be the leader in making the exhibition a success. To be a success the exhibition must be superior in its details to every fair of like character which has ever been held. Should you offer no more than equal attractions to other fairs of like import the people at home and abroad would be disappointed. It were better not to attempt to do it at all than to

fall short of doing something unquestionably great—great and superior even in the criticisms of those who are now visiting the Paris International.

We will take it for granted that you, Mr. Grant, are a leader, broad, wide and deep enough to control the details necessary for the occasion. If such is the case, then it is necessary to supply only one other factor—that is money to pay for the necessary material, labor and skill; and it is to present a plan for the ways and means of payment for the exhibition that this letter is written.

It will require at least \$10,000,000* to make the exhibition what it should be. To raise this money requires a determined purpose and good management on your part. Nothing more.

It is assumed that it is not for the purpose of making money that the exhibition is to be given. The London Exhibition, of 1851, made a million dollars over its cost and expenses, but the world's fairs since that have, I believe, not paid back the money advanced. The plan herein proposed is to provide the necessary cash to make the exhibition a success without having a deficit or a surplus; and to leave the buildings and the grounds the property of the city free from debt. However the money to be made by the celebration will be for the citizens of New York in general, as many dollars will be paid outside to one paid inside of the exhibition; and the merchants, hotels, railroad and street car companies, come in for the major part of the profits.

The plan is this: Mr. Grant, you, as Mayor of New York, be authorized to issue twenty million 50 cent "tickets." The "tickets" to be the size of, and having the general appearance of the United States paper fifty cent currency issued during the war; and to be engraved and printed, for instance, by the International Bank Note Company, so that it will be impossible to counterfeit the same, and with these words upon the back of each "ticket":

"This fifty cent (50c.) ticket is issued by The City of New

* The Vienna Exhibition, 1873, cost \$9,850,000. The Centennial, Philadelphia, 1876, cost \$6,744,350.

York in payment for materials and services used to build and operate the exhibition of 1892.

"It is receivable, at par, for all taxes levied by The City of New York, and for rentals and leases by and for dues and admissions to the exhibition."

The tickets are to be issued in payment only for services and materials directly used in building, perfecting and operating the exhibition.

To make the tickets acceptable, at par, to merchants, hotels, railroad and street car companies, it is but necessary to make it a rule that every admission to the exhibition be paid with one of these tickets, or with 60 cents in money. Likewise that all rents, leases and dues to the exhibition must either be paid with these tickets, at par, or with money at a discount of 16 $\frac{2}{3}$ %, i. e., that for every dollar due in said tickets it will require \$1.20 if paid in money.

As all know, it was necessary to have "a silver half dollar" to enter the Centennial at Philadelphia. Two quarters would not do. One silver dollar would not pay for two persons. Many know, to their inconvenience and expense, who had to buy the necessary "half dollar" from men who stood around to sell the same, at from ten to twenty-five cents premium.

This simple little ticket paid for materials and services, directly received by The City of New York, and cancelled by services given in return by The City of New York, would give our people their most important lesson in exchange, and would teach many that while the law says what shall be accepted in payments (what shall be money) it is the uses for which the ticket (or money) can be exchanged which give the ticket (or money) its value.

This simple and inexpensive plan would give The City of New York a safe, convenient and needed fractional paper currency.*

* After the McCulloch dynasty retired and burnt the United States paper fractional currency, issued during the war, the citizens of Galveston, by common consent, used the five cent tickets issued by the street car companies of Galveston in their daily exchanges. Also, in St. Louis, the hotels and theatres agreed with the street car companies to accept, at par, the five cent tickets issued by the latter, and these uses gave the said tickets a par value for all exchanges in St.

It would encourage home industries; facilitate our citizens in the exchange of their services, and the tickets would be readily accepted by our merchants, hotels, railroad and street car companies for their uses, and because of their premium over all other currencies in paying dues to the exhibition of 1892.

Consequent to losses, which necessarily follow the varied uses and risks of fractional currency, there would be, probably, 5 per cent., or \$500,000, in these tickets, which would not be offered for redemption; and if it should happen that the remainder, which is not probable, should not be received and cancelled by the admissions,† rentals, leases and dues to the exhibition; the leases, rentals and admissions received by the city from the permanent grounds, buildings, privileges, etc., which would remain after the celebration of 1892 had passed, would soon cancel the same and absorb the tickets which might have been paid in for taxes; *for the city would pay out again the tickets which came to its treasury for taxes, and would destroy the tickets "only after they had been received directly by the works for which they were issued in full payment."*

Inclosed is a published letter* addressed to the Mexican Government, upon a similar occasion. In it is given the way in which Daniel De Lisle Brock, Governor of Guernsey, built and paid for the market-house at St. Peters. It is the greatest lesson ever given in the ways and means of payments.

Respectfully,
A. K. OWEN.

Louis. And it was the same in the State of Georgia with the tickets of several denominations issued by the railroad companies passing through the State, and every person was greatly benefited, and no person was ever inconvenienced by the uses of the same.

† Chauncey M. Depew says: "That there will be at least 20,000,000 Americans to visit the Exhibition of 1892, and many foreigners." This is a very conservative estimate, for there were 10,000,000 people visited the Centennial of 1876, and our people have increased largely since then, and have become more than ever a people who move about when there is much to be seen.

* Extract from a letter by A. K. Owen, dated Mexico City, Mexico, March 25th, 1879, addressed to Senor Don Vicente Riva Palacio, Secretary of Public Works. [See page 2.]

32 NASSAU ST., NEW YORK, }
August 8th, 1889. }

HON. HUGH J. GRANT.

Mayor of the City of New York.

DEAR SIR:

In a letter dated August 6th, the amount of money for the exhibition in 1892 was put at \$10,000,000. It is possible that you will need \$20,000,000. This would require the City of New York to issue forty million 50c. "tickets." This would be more currency of this denomination* than the people would use at this time. It would therefore be in order to make the "tickets" of several denominations and inter-convertible with city bonds, bearing 3 per cent. interest.

These bonds should be a special issue for this particular purpose, and should be in denominations of five, ten, twenty and one hundred dollars. These bonds, like the "tickets," should be made receivable, at par, for dues to the exposition and for taxes levied by the city.

These bonds would become a favorite investment for persons of small means. The "rentes," or current bonds of France are but 25 francs, or five dollars. It was the encouragement for investments which the "rentes" gave to the French peasants that made them a money-saving people. These bonds would largely take the place of the small paper bills, issued by private banks, now used in our payments, and would greatly facilitate the cash business of our citizens, as they would supply a much needed currency.

Mayor Grant, do not permit those who deal with credits only to mislead you from the true interest of the city, and for their own private gains. Those who have wares to sell will neces-

* It may be that there will be days set apart for the working classes, when 25 cents, and days for children, when 10 cents will be charged for admission to the exhibition. It is suggested, therefore, that part of the tickets be issued in 25c. and 10c. denominations to meet these demands; and as there is great want of paper fractional currency, by all persons who have orders to make by letter, the City of New York would be a public benefactor if it would issue this special series of tickets in 5c., 10c., 15c., 25c., 75c. and \$1 denominations.

sarily plead superiority of their own, to the damage, it may be, of much superior goods in the same line of material.

The plan suggested to you in the letter of August 6th, is plain, simple and sure. The Guernsey Market House stands in proof of its practicability. The plan cannot be disproved. "Tickets," or counters paid for labor and material received, certainly are based upon solid security, particularly when the work is one of great public sentiment and demand, and which will return a revenue equal to, if not far in excess of its cost.

Anything which will pay taxes levied by The City of New York, will be eagerly accepted by the people not only inside but outside of the city and of the State of New York. And yet there is no compulsion suggested. The people would take the "tickets" and "bonds" for their own convenience, just as they now do the National bank notes, which are not a legal tender between the people themselves, but simply between the people and the government.

Can you, Mayor Grant, doubt for a moment, that if you were to make it a law that these "tickets" and "bonds" alone should be received for admissions, leases, rentals and dues to the exhibition, that the "tickets" and "bonds" would not be collected, hoarded, and sold at a premium from their issue to their cancellation? Can there be a doubt of the value of "tickets" and "bonds," limited by the actual cost of an international exhibition, where at least 20,000,000 persons will struggle for admissions and leases, etc.? It is to prevent speculators from hoarding the "tickets" and "bonds," and from taking advantage of the people, during the excitements of the exhibition season, that the suggestion is made that admissions to and leases by the exhibition, be paid also in money at a small discount. So it is not because you, Mayor Grant, cannot keep these "tickets" and "bonds" at par, that should cause you the least fear, but rather that you should so curtail their special and unique privileges so as not to permit speculators to exact more than a small premium for them.

When the United States made it a law that "gold coins" should be received at its custom houses to the exclusion of all other coins currencies, the "gold coins" were hoarded

and sold only to the highest bidder, who had customs dues to pay, and in consequence the premium on "gold coins" went as high as 185 per cent. over their par value.

In the same way, Mayor Grant, you have in your power to send the "tickets" and "bonds" to double and even quadruple their par value did you not have the common interest of the common people in your trust.

In the pamphlet sent you, with the letter of August 6th, please read the paragraph in which I show that in Mexico, chickens were made obligatory for one-eighth of a tax, and how the speculators cornered the chickens, refused to sell any eggs and forced the Indians to buy the necessary chicken from them at a price equal to many times the value of the tax in money.

Respectfully,

A. K. OWEN.

The following is an extract from a letter by A. K. Owen, June, 1879, entitled, "Aztec Civilization and Trade:"

"And then there was Velasco II. (1589-95.) He established the manufacture of coarse stuff in cotton and wool. He built the Alameda in the City of Mexico, and gave the Indians work; and he it was who ordered the 'chicken money,' which is so important as bearing upon our late history of the gold and greenback dollars, that I will give it, even at the risk of crowding columns, which I was cautioned not to attempt. Even chickens were made a legal tender for taxes, and the demand and scarcity made them, like our gold coin, sell at a premium several times over their par value.

"In 1594, Philip II., finding himself strengthened for means to carry on the European wars in which he was engaged, recurred to the unfortunate and unjust system of forced loans to increase his revenue. He did not confine himself in this odious compulsory tax to the old world, which was most concerned in the result of his wars, but instructed Velasco, Viceroy of Mexico, to impose a tribute of four reals or fifty cents, upon the Indians

in addition to the sum they already paid his majesty. Velasco reluctantly undertook the unwelcome task; but, anxious to lighten the burden upon the natives as much as possible, and at the same time to foster the raising of poultry and cattle among these people, he compounded the whole tax of a dollar which they were obliged to pay, for seven reals, or eighty-seven and a half cents, and one fowl, which at that time was valued at a single real, or twelve and one-half cents.

"This, it will be perceived, was amiably designed by the Viceroy, but became immediately the subject of gross abuse. The Indians are slowly moved, either to new modes of cultivation or to new objects of care, even of the most domestic and useful character.

"Instead of devoting themselves to the raising of poultry with an industrious thrift that would have saved one-eighth of their taxation, or twelve and a half per cent., they allowed the time to pass without providing the required bird in their homestead, so that when the tax-gatherers arrived they were forced to buy the fowl instead of selling it. This of course raised the price, and the consequence was that the Indian was obliged often to pay two or three reals more than the original amount of the whole taxation of a dollar. It is related that one of the oidores (tax-collectors) who had taken eight hundred fowls, reserved two hundred for the use of his household, and through an agent sold the rest at three reals, or thirty-seven and a half cents each, by which he contrived to make a profit of two hundred per cent. Various efforts were made to remedy this shameful abuse, or to revoke the decree; but the system was found too profitable among the officials to be abandoned without a struggle."

NEW YORK, August 20, 1889.

HON. HUGH J. GRANT,
Mayor of the City of New York,
DEAR SIR :

Inclosed please find a printed and corrected copy of two letters which I had the pleasure to address to you during the first week of the present month.

I will send to each member of the committee on finance a copy of the same as printed and corrected.

In further testimony of the soundness of the plan suggested to pay for the labor and material used for the exhibition of 1892, I wish to say that General Ulysses S. Grant approved the plan when I suggested the same to President Diaz as a ways and means of payment for the public works of Mexico. In proof of this I herewith inclose a copy of a letter [see page 42] which General Grant gave to Major-General Alfred T. A. Torbert, after he and I had explained the details in full to him at his summer retreat in the mountains of Colorado.

Allow me to add that President Diaz had, with the advice of Señor Matias Romero, then Secretary of the Treasury, appointed a committee to receive and report upon the plan and would have carried it into execution had not we been wrecked and General Torbert drowned in "The City of Vera Cruz," which, as you may recollect was torn to pieces in the cyclone of August 31st, 1880.

So well satisfied was General Grant with the plan which I then detailed to him to build the public works of Mexico, that, during the fall of the same year, he offered to take General Torbert's place as president of "The Mexican Syndicate" and to construct the public works of Mexico as contractor under and for the government and to receive pay in treasury notes at par, for labor and material directly used for the construction of said government works.

The Fish-Ward party, however, assisted others in persuading General Grant to give his attention to old methods of business, and Mexico lost his great influence; and what those, who persuaded him from the right course, gained is a matter of history.

One word further. Popular subscriptions are a sham and a failure when called to pay for public works. The Philadelphians, with all the sentiment and popular enthusiasm of the Centennial in full and patriotic accord, could not raise a million dollars. The government came to their aid and all lost money.

Bankers, ever alert to sell their only stock in trade—their credits—and sharp business men, who know the power of incorporated capital and experience acting under special privi-

leges for public necessities, of course wish to devise some plan by which The City of New York may be retained as a debtor, and be prevented from taking advantage of the popular sentiment of this great occasion to utilize her own credit for the employment of her own labor and to pay for her own public works.

Therefore, Mayor Grant, again I appeal to you as the custodian of the interests of The City of New York to act upon this simple, sure and just plan and to utilize the credit of the whole people of the Metropolis to the exclusion of the CREDITS of a few of those who enjoy great privileges under acts of incorporation. If New York uses its own credits as suggested, in case of a financial panic (Since January 1st, 1889, about \$59,000,000 in gold coin have been exported, the work on the exhibition would not falter. The banks of the world might go down in one great crash, as they are at any time likely to go, and all the gold in all the treasuries of America, England, France and Germany might be dumped into the deep sea, and yet The City of New York would be undisturbed, and her "tickets" issued direct for labor and for material, would be always at a premium over any money used within her incorporated limits, simply because they would have specific uses for all the people.

Again, this plan would give to the citizens of New York a great and permanent series of public buildings and grounds free from debt, and they would become a source of ever-increasing revenue to the city treasury and a source of pride, admiration and pleasure to patriotic Americans at home and abroad.

Respectfully,
A. K. OWEN.

THE GUERNSEY MARKET HOUSE PLAN OF PAYMENTS.

APPENDIX No 1.

38 WALL ST. ROOM 4.
NEW YORK CITY, DEC. 31, 1896.

HON. WILLIAM MCKINLEY,
President-elect of the United States.

DEAR SIR :

In wishing you a Happy New Year, permit me to call your attention to a happy new plan to protect the home people at home :

First—In regular and remunerative employments.

Second—In the right to enjoy the products of their own labors.

The Guernsey Market House Plan of Payments, together with The Plan for a Current Money of the Realm to which, in a letter dated Dec. 7th, I invited the attention of the President-elect, will put this people to work in every district from the Atlantic to the Pacific and from Canada to Mexico, and when this people are put to work, by means of a currency based upon their own labors—by a currency which is absolutely free from interest-bearing bonds and from National Bank control—then and only then will the United States be a nation worthy of its pretensions.

The people must have more money before their general industries can be generally put into motion ; but any act, or acts of encouragement sufficient to generally start up the mills of this people under the present system of bank-credit despotism will be an act, or acts which will encourage the general confiscation of mills and other properties. In other words, if this needed currency is issued on bonds, or through National Banks,

then the more the people work the stronger will the people bind themselves and their families, hands and feet to the credit sellers—the sooner will all properties and all the products owned and produced in the United States be confiscated by the National Bankers' trust, which in return will give the people only the liberty to work as the slaves of this trust.

God forbid that the destiny of the American people should be that of the Egyptians, Greeks, Romans and Venetians.

As a Pennsylvanian Quaker—as a person who has trained in the Pennsylvania school of home protection to diversified home industries—as an associate of Henry C. Carey, William D. Kelley and Henry Carey Baird, I urge upon you, who are to lead this people in their next attempt at self-government, to make it your first and single purpose to advocate a plan which will put the people in every district, be it ever so small, to work by means of currency based upon the products of their own labors :

First—A current money of the realm, issued by the nation and based upon a half-dozen, or more, principal staple National products.

Second—Currency issued by our cities, by our States and by our nation, each in its corporate capacity as trustee of and for its whole people, in payment for labor and material used to construct works of public necessity, which will each be of such a revenue-earning character that the net receipts of each will redeem and cancel the respective currency issued to complete it.

Such a comprehensive plan of just and prompt and cash payments would be beneficial to society as a whole—it would give general employments in diversified home industries at home—it would make home prosperity at home general—it would give to each and every worker the full benefits of what each does—it would unite the home people at home for the general public interests of the nation as no people have ever been united—it would give the United States an invincible prestige abroad which navies and armies, be they ever so strong, can never secure for us.

Respectfully
A. K. OWEN.

NEW BOOK

By the Author of "LOOKING BACKWARD."

EQUALITY

BY
EDWARD BELLAMY

After years of preparation, Mr. Bellamy now puts forward a work which will command universal attention. The new book is larger and more comprehensive than "Looking Backward." The scene is the same—that is to say, the world of the twentieth century—and the same characters reappear. But while the new book tells us much that is fresh about the institutions of the world of tomorrow, its especial purpose, as distinguished from that of "Looking Backward," is to account for these institutions by explaining not only a righteousness and reason, but likewise the course of historical evolution by which they were born out of the very different order of things existing today. In this part of his work the author has much to say of the meaning of the events of our own times, which he links with the future by predictions of changes now upon us.

CLOTH, 412 Pages, - - - \$1.25

THE HUMBOLDT LIBRARY
64 Fifth Avenue NEW YORK

THE
KINGDOM OF THE UNSELFISH
OR
EMPIRE OF THE WISE
BY JOHN LORD PECK

BRIEF MENTION

A remarkable book.—*Edward Bellamy*.
It is radical and unique.—*The Northwestern*.
The book is from a widely-read man, and is written for a high end.—*The New Ideal*.
Shows wide research, original ideas, and what might be almost called inspiration.—*Sunday Times*.
It prophesies a new age, and exhorts to the life which shall further its coming.—*New Church Messenger*.
The effort is noble, and the author has not escaped saying many profound and true things.—*The Outlook*.
A real contribution to original and advanced thought upon the highest themes of life and religion.—*The Unitarian*.
It is in no sense an ordinary work. It makes strong claims and attempts to carry out the largest purposes. - *Chicago Inter-Ocean*.
Many passages in Mr. Peck's work strongly suggest the lofty teachings of those noblest of the ancient philosophers, the Stoics.—*The Arena*.

PAPER, 46² Pages, 50 CENTS CLOTH, \$1.00

THE HUMBOLDT LIBRARY
64 Fifth Avenue NEW YORK

THE
NEW DEMOCRACY

A Handbook for Democratic Speakers and Workers

AN OUTLINE OF THE METHODS OF THE NATIONAL VOLUNTEERS OF DEMOCRACY AND OF THE VOLUNTEER SPEAKERS' BUREAU

BY
WALTER VROOMAN

Author of "Government Ownership in Production and Distribution"

"I shall be glad to receive the Honor Roll of Volunteer Speakers who labor to increase the devotion to our Government, * * * The honor of victory must be shared by soldiers as well as by the commanders. In fact, it is much easier for soldiers to select commanders than it is for commanders to secure soldiers. Your plan of keeping a record of the work done by each in this great contest enables honor to be given where honor is due."

W. J. BRYAN

PAPER, 25 CENTS CLOTH, 75 CENTS

THE HUMBOLDT LIBRARY
64 Fifth Avenue NEW YORK

INTELLECTUAL PURSUITS

OR
CULTURE BY SELF-HELP

BY ROBERT WATERS

PRESS NOTICES

Contains many excellent thoughts.—*Boston Advertiser*.
Full of verbal illustrations and anecdote.—*St. Louis Republic*.
Full of anecdotes apt, and freshly chosen—*Philadelphia Public Ledger*.

A mine of good things pertaining to the intellectual life.—*Methodist Recorder*.

There is a world of useful knowledge and sound advice in this book.—*Indianapolis Sentinel*.

Ought to be of service to young people who wish to make the most of their opportunities for reading and study.—*San Francisco Chronicle*.

Young men who desire to achieve success, but who have only a little confidence in their self-helping power, need just such a book.—*Washington Star*.

Its purpose is to give aid, comfort and encouragement to that large class who have had limited advantages for early education, and who, nevertheless, are ambitious to use all means within their reach for self-culture. *Cincinnati Commercial Gazette*.

CLOTH, 361 Pages, \$1.00 . . . Paper Edition, 50 Cents

THE HUMBOLDT LIBRARY

64 Fifth Avenue NEW YORK

*A wonderfully impressive book—Charles Sumner—1850.
A revelation to the human race—Victor Cousin—1851.*

THE THEORY OF HUMAN PROGRESSION

AND
*NATURAL PROBABILITY OF A REIGN OF
JUSTICE*

BY
Patrick Edward Dove.

EDITED WITH BIOGRAPHICAL SKETCH
BY
Alexander Harvey.

Nothing more remarkable than the history of this book, except the book itself, has occurred in literary history. To it Henry George is indebted for the wonderful discovery of the single tax. Dove was a generation in advance of George in propounding this momentous doctrine, and the charge of plagiarism made against George by Benjamin Tucker and others grew out of this fact. Dove, however, a deep scholar, and profound thinker, champions the single tax on land from quite a different standpoint than George. In this respect the work will startle single taxers. It has been edited, not garbled, by Alexander Harvey, who prefaces the book with a life of the author and a mention of the remarkable circumstances that led to its suppression. The volume is complete and unabridged.

Paper, 50 cents.

Cloth, \$1.00.

The Humboldt Publishing Company,
64 FIFTH AVENUE, NEW YORK.

NEW BOOK.

National Ownership of Railways.

BY REV. CHARLES H. VAIL.

CONTENTS.

I.—Public Highways.	VIII.—The Cost.
II.—Analogy.	IX.—Economy of Public Worship.
III.—Accumulation of Wealth.	X.—Experience.
IV.—Corruption of Politics.	XI.—Public Safety Demands Government Ownership.
V.—Discriminations.	XII.—Objections Considered.
VI.—The Remedy.	
VII.—Method of Purchase.	

Perhaps no greater question has appeared above the horizon of the industrial world than the relation of the government to the railroads of the country. Shall the railroads be owned and operated as private or as public property? This is the point at issue. Believing with many others that public ownership is the only solution of the railroad problem, I offer in evidence of this position the following reasons for the faith which is in us.—*Author's Preface.*

Paper, 15 Cents.

THE HUMBOLDT LIBRARY,
64 Fifth Avenue, NEW YORK.

THE CLASSIC OF DEMOCRACY
By the Father of the Referendum

DIRECT LEGISLATION BY THE PEOPLE

BY MARTIN RITTINGHAUSEN

TRANSLATED FROM THE FRENCH, WITH BIOGRAPHICAL INTRODUCTION BY
ALEXANDER HARVEY

This celebrated work, from the pen of the immortal founder of the referendum, is now made accessible to English readers. It is the book which led to the establishment of the present form of legislation in Switzerland. The eminent Rittinghausen here lays down the principles of direct legislation by the people, showing it to be the only true type of democratic government; all other forms, and particularly the representative system, being shams. No social reformer, no matter of what creed, can fail to derive instruction from its pages.

Paper, 15 Cents

THE HUMBOLDT LIBRARY
64 Fifth Avenue NEW YORK

NOW READY

MODERN SOCIALISM

BY REV. CHARLES H. VAIL

Author of "National Ownership of Railways"

—TABLE OF CONTENTS—

I.—The Meaning of Socialism.	IX.—The Moral Strength of the Co-operative Commonwealth.
II.—The Origin of Socialism.	X.—Socialism and Modern Problems.
III.—The Economic Evolution,	XI.—Industrial Depressions and Crises.
IV.—Advantages of Socialism in the Production, Distribution, and Consumption of Wealth.	XII.—The Condition of Labor, Past and Present—Comparison.
V.—The Postulates of Socialism in Regard to Money, Value and Wages.	XIII.—Capitalism and Economic Waste.
VI.—The Question of Interest.	XIV.—Misconceptions and Objections Considered.
VII.—Competition vs. Combination.	XV.—Conclusion.
VIII.—Industrial Democracy, or Democratic Government.	

PAPER - - 25 CENTS CLOTH - - 75 CENTS

THE HUMBOLDT LIBRARY

64 Fifth Avenue NEW YORK

THE
Social Science Library

Paper, 25c. each. Cloth, extra, 75c. each.

NOW READY.

1. SIX CENTURIES OF WORK AND WAGES. By JAMES E. THOROLD ROGERS, M. P. Abridged, with charts and summary. By W. D. P. BLISS. Introduction by PROF. R. T. ELY.
2. THE SOCIALISM OF JOHN STUART MILL. The only collection of Mill's writings on Socialism.
3. THE SOCIALISM AND UNSOCIALISM OF THOMAS CARLYLE. A collection of Carlyle's social writings, together with Joseph Mazzini's famous essay protesting against Carlyle's views. Vol. I.
4. THE SOCIALISM AND UNSOCIALISM OF THOMAS CARLYLE. Vol. II.
5. WILLIAM MORRIS, POET, ARTIST, SOCIALIST. A selection from his writings together with a sketch of the man. Edited by FRANCIS WATTS LEE.
6. THE FABIAN ESSAYS. American edition, with introduction and notes, by H. G. WILSHIRE.
7. THE ECONOMICS OF HERBERT SPENCER. By W. C. OWEN.
8. THE COMMUNISM OF JOHN RUSKIN.
9. HORACE GREELEY: FARMER, EDITOR, AND SOCIALIST. By CHARLES SOTHERAN.

Special Number, 25 cents, in Paper Cover.

The Humboldt Publishing Co.

ALWAYS AHEAD OF THE TIMES.

If you want a live paper read

:: The Twentieth Century ::

A RADICAL WEEKLY

Devoted to the Discussion of

SOCIAL AND ECONOMIC SUBJECTS

Which are Living Issues
The Burning Questions of the Day.

Price, 5 cents per Copy—\$2.00 a Year.

Send for Free Sample Copy to the Publishers:

THE HUMBOLDT PUBLISHING CO.,

MSP 22648

END OF
TITLE